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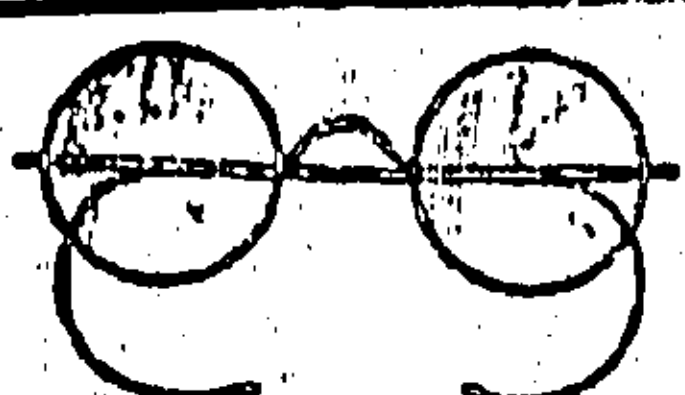
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EXCURSION TO MACAO:—

ON SUNDAY, THE 26TH APRIL, 1931
S.S. "SUI TAI"

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DIARY OF LOCAL EVENTS.

To-day.

(April 21.)

Rotary Club Triffin: Speaker Mr.
R. T. Barnett on "Journalism."
Polo Club Annual Meeting, Jar-
dine's Boardroom, 3.30 p.m.

Helen May Institute, pianoforte
recital by Youna Guller, 9.20 p.m.
Hong Kong Cricket Club, Tennis
Tournament:—C. A. L. Runjahn
and J. A. Cassumbhoy v. winners
of the tie P. Kong and W. T. Lee
v. Lu Tak Cheuk and H. Lo.

Hong Kong Cricket Club Tennis
Tournament:—

Handicap Singles "A":

H. F. Foley (ser.) v. C. E.
Holmes (owe 15).

Handicap Doubles:

Owen Hughes and More (owe 15)
v. Low and Dowley (rec. 3/0).

Miskin and Blaker (owe 1/0) v.
Haworth and Turner (ser.).

Rodger and Rodger (owe 1/0) v.
Henderson and Bishop (owe 1/0).

Queen's Theatre: "Whoopie."
World Theatre: "Repaid Favour"

(Chinese film).

King's Theatre: "Ingagi."

Majestic Theatre: "The Wild
Party."

Central Theatre: "The Devil's
Holiday."

Dances: Tea Dance, H.K. Hotel;
Dinner Dances, Hong Kong and
Peninsula Hotels and Hotel Cecil.

European Mail:—Outward:
Europe via Siberia (Heian Maru),
8.30 a.m.; Europe via Suez (An-
chises), 2.30 p.m.

Wednesday.

(April 22.)

Hong Kong Engineering and
Construction Co., Ltd.: Annual
Meeting of Shareholders, St.
George's Building, noon.

Hong Kong General Chamber of
Commerce, Annual Meeting, City
Hall, 4.30 p.m.

Hong Kong Society for the Pre-
vention of Cruelty to Animals, An-
nual Meeting, Jardine's Boardroom
3.35 p.m.

Hong Kong Cricket Club, Tennis
Tournament:—Open Singles: E.
C. Fincher v. M. W. Lo.

Handicap Singles "B":

R. H. Wild (rec. 3/0) v. J. H.
Anderson (rec. 3/0).

H. Owen Hughes (owe 15/2) v.
H. J. Armstrong (owe 15) or Rail-
ton (rec. 3/0).

R. M. Henderson (rec. 2/0) v.
Holmes (owe 15) or Foley (ser.).

L. Forster (owe 15/2) v. A. B.
Raworth (owe 4/0).

Handicap Doubles:

Redmond and Ride (owe 4/0) v.
Petrie and Lewis (ser.).

Mixed Doubles:

E. J. Dowley and Mrs. Dowley
(rec. 3/0) v. C. E. Holmes and Miss
Taylor (owe 2/0).

H. R. Remington and Mrs. H.
Owen Hughes (rec. 2/0) v. Monn-
ahan and Mrs. C. P. F. James
(rec. 4/0).

Queen's Theatre: "Whoopie."
World Theatre: "Repaid Favour"

(Chinese film).

King's Theatre: "Ingagi."

Majestic Theatre: "The Wild
Party."

Central Theatre: "The Devil's
Holiday."

NIGHT DANCE CRUSH IN FOUR CAPITALS.

THE LUXURY OF DISCOMFORT.

SIDE-LIGHTS ON A CURIOUS MODERN
CRAZE.

The famous Hall of Mirrors in the
palace of Versailles, where kings
of France occasionally gave State
balls, is 220 feet long and 33 feet
wide. It is by no means the most
spacious ball-room in Europe, but
its dimensions were adequate for
the dignified minuet and leisurely
waltz.

The best-known night club in
London has a dance floor which
measures (approximately) in inches
what the Hall of Mirrors measures
in feet.

The few square yards of board
flooring of this particular night club
suffices for one-step and blues,
tango and fox-trot. Sometimes just
as many men and women struggle
round this pocket-handkerchief floor
as were invited to the set dances of
Versailles.

Intimate!

It is an interesting commentary
on modern life that if a restaurateur
gives his clients room in which to
dance comfortably, few people will
want to dance there. But if he
packs the tables so close together
that waiters have to lean across his
customers to give them fragments
of cold food, and at the same time
cuts down the space of the dance
floor to the proportions of a horse-
blanket, he is almost certainly as-
sured of success.

This refinement of discomfort we
rejoice in as being called "in-
timate."

Throughout the whole of Europe—
and America, for that matter—to
be really smart is to be luxuriously
inconvenienced, to sit at tables too
tiny to contain a pot of flowers,
ash-tray and salt-cellars, to leave
alone plates and dishes, and to be
defeated by the strains of saxo-
phones and musical saws so that
even the small talk of modern times
which has taken the place of in-
telligent conversation is almost im-
possible.

Paris Haunts.

A few days ago I was in Mont-
parnasse, that quarter of Paris
which is said to be the home of
artists. According to the mood of
the moment, it has replaced the
once equally famous Montmartre as
the night haunt of the French
capital.

What has happened is that the
negro bandsmen have transferred
their instruments and the waiters
their wine lists to the other side
of the river.

All over Montparnasse you will
find tiny rooms and bars, atrociously
decorated, dispensing appalling
entertainment at the highest price
to a sweltering mob of indis-
criminate pleasure seekers.

I happened to go into a bar in
the boulevard Raspail, a bar which
is now the most popular night re-
sort in Paris. It is a place the
size of a Belgrave-square dining-
room. It took me quite five
minutes to battle through the crowd
of men and women at the door, and
within, the air was dark blue with
the accumulated smoke of an even-

ing of French cigars and Maryland
cigarettes.

To obtain a table seemed a
matter of hours and involved cross-
ing a dance floor quite two yards
across. The guests, most of them
in evening dress, with an adequate
sprinkling of crime cloaks, were
packed like the inmates of the Black
Hole of Calcutta.

It was nearly an hour before I
could get a drink, so great was the
press of people, and all this time
it was impossible to talk intelli-
gently because of the confused babel
and the deafening cacophony of
three pianos played simultaneously.

No One to Pay.

At the end, when I wanted to
pay my bill, no one appeared to
take the slightest notice and so,
leaving what I hope was an ade-
quate number of francs on the
table, I again fought my way into
the street.

As I came out there were quite
a dozen people waiting to push
their way in, in precisely the same
way as my party had done two
hours previously. At the lowest
computation there must have been
three hundred men and women in
that bar, not one of them able to
sit down or even stand up in com-
fort, but each one lingering on be-
cause the others did.

And in the course of visits to
many parts of Europe and America
I have found the same sort of
thing. In the Kurfirstendamm quar-
ter of Berlin you will find rows
of dance halls, each one smaller
than the other; and the smaller the
floor the higher the prices and more
numerous the crowd.

And New York.

The man who wants a night-out
has a genius for discovering places
which everybody else wants to go
to. In New York, on the last oc-
casion I was there, "everybody"
went to the damp and diminutive
dance places of Greenwich Village.

The food was inedible and the
drink death-dealing, but one paid
cheerfully because there was any
number of people crowding around.
And among them was a million-
aire of my acquaintance who lived
in semi-regal state in an extra-
vagant apartment on Park-avenue,
where he insisted on every comfort
and luxury, and yet was willing to
pay dozens of dollars in a dingy
Greenwich Village supper place for
the privilege of sitting on a rickety
chair, being poisoned with rank
champagne at untold money per
bottle, and being inveigled into buy-
ing temporary halfpenny dolls and
stuffed goblins at one hundred
times their proper value.

If he had organised such an
entertainment in his own apart-
ment he would have lost every
friend he had in New York!
But, after all, laughter is infec-
tious—and crowds laugh more
readily than individuals. So let us
with the dance on the pocket
handkerchief floor.—Norman Hill-
son in the *Evening Standard*.

THE HONGKONG

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canyon. Stop off at Jasper
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paradise of Canada. See the
golden wheatfields, mighty
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vels of the east, among
them, Niagara Falls. And,
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NEWS FROM EVERYWHERE.

"MISS ENGLAND 1." ON EXHIBITION.

"Miss England 1," Lord Wakefield's Motor Boat in which Sir Henry Segrave raced at Miami and Venice in 1929 so successfully, is now exhibited at the Science Museum, South Kensington. Lord Wakefield has presented it to the Nation. (M. Boat.)

BEAUTY AND TYRES!

Greater beauty in design is a notable trend of the present-day motor-car. The higher speed now generally travelled on all roads and in all countries has also caused the motor designer to lower the centre of gravity of the modern car. Consequently, even the largest limousine has an air of streamlining in its outward appearance.

Another factor which has given the 1931 cars greater stability at higher speeds is the use of tyres of smaller diameter, but larger cross-section. These also have added to the appearance of the cars as well as increasing their safety. The smaller diameter wheel has done much to lower the centre of gravity. When the balloon tyre first came into use car wheels were large, and the cars were higher and inclined to be top heavy.

In 1924 balloon tyres were manufactured up to 23 inches rim diameter. Gradually the sizes have been reduced and the cross-section increased. To-day the 20-inch size has been practically discontinued, leaving tyres of 17in. to 19in. to be the prevailing diameters in use. At the same time, while making the diameter smaller it has been necessary to pay greater attention to producing a uniformly stronger section in order to give proper care to the weight of the car and its increased speed.

BERLIN SHOW.

The Berlin Motor Show showed that Germany is also entering for the small car-buying public. The outstanding exhibits of that display were the open two-seater D.K.W. car, costing £34; the Opel (a branch of General Motors Corporation), costing £99; and the front-wheel driven Stoeber, with articulated front and rear axles and a four-seater saloon body, listed at £178.

In accessories the novelty at Berlin was an anti-skidding device. It is called the Schleuderfrei, and can be fitted to the rear axle of any motor carriage. It claims to

be a vehicle stabiliser, an anti-skid device, and a coachwork "steady" to prevent rolling.

These virtues are obtained by means of a pair of crossed springs which, in their scissor-like action, equalise the load on the rear wheels, keeping the car always on a level line. These crossed arms are attached to the chassis frame, and to the back axle itself, so arranged to open and close in the manner of scissors, and are additional to the usual springs of the rear axle.

CARS PER MILE.

An interesting classification of cars on the highways in America and in Great Britain was adopted by the delegates of the Industrial Transport Association, which recently visited the U.S.A. to report on transport. This takes the form of "cars per mile" of highway, excluding city streets. The American figure is 8.17 cars per mile, while in Great Britain the figure is 7.23. The difference is not so great as most people would imagine, although in America there is one motor vehicle to every 4.6 persons, in England one to every 30, in Wales one to every 30, in Scotland one to every 41, and in Northern Ireland one to every 61.

Over three and one-third million motor lorries were registered in the U.S.A. last year and over

twenty-three millions passenger cars! The total amount of taxation raised from both classes, chiefly by petrol tax, was about £180,000,000. The fuel tax varied from 1d. to 3d. a gallon.

A "CARE"-LESS CAR.

At a time when many drivers are worrying about the new offence of careless driving it is a joy to try a car in using which the minimum of care is necessary. This is the new 8-litre Bentley, one of the most impressive of the models exhibited at the last Olympia Show.

After an all to brief experience of its performance I would sum up my impressions of its running by saying that it presents one of the best blendings of luxury and speed which I have ever experienced. Hence I call it the "care"-less car—one can drive at over 100 m.p.h. (when road conditions permit) and one on which one can dawdle down to the theatre or the club in the most sedate fashion, without being aware that there is 200 h.p. under the bonnet ready for instant action.

On some cars care is always necessary in driving. One must know how quickly one can stop and how swiftly one can get away. On the 8-litre Bentley there is no need to worry about such things. Push

the accelerator and there is no doubt about the result. Similies are useless in this case, but the twang of a bowstring may serve.

Stopping or slowing up means merely pressing the pedal. Simple—is it not—but on how few cars can one brake heavily and be perfectly confident that the car will stop as and where one wants, without swerve or uncertainty?

Steering, springing and comfort are up to the same high average. One of the Bentley's peculiar attractions is that, while it is never intrusive, one is always conscious of the latent power. It is a car of which Bentleys may well be proud.

A STREAM-LINED SINGER SIX.

An altogether new and exceptionally handsome car has been produced by the Singer Co., of Coventry. Mr. Kaye Don, the famous racing motorist, working in conjunction with the company's Artist-Engineer, is responsible for the design and the car is known as the Kaye Don Singer Six Saloon.

The overhead-valve engine has dimensions of 65.5x90 mm., with a cubic capacity of 1020 c.c. and Treasury rating of 16.9 h.p. A four-speed gear-box is built in unit with the engine, and the clutch is of the single dryplate type. Marles steering is employed and the brakes are operated by Dowdall vacuum servo motor.

The new Singer is definitely not intended for racing purposes, but it has been built with the degree of precision which racing necessitates. As a full sized saloon it is capable of speeds approaching 70 miles per hour.

The bodywork is particularly interesting, for it is stream-lined wherever possible and, whilst being in no way freakish, is of altogether new appearance. A sloping "V" shaped screen is used and the visor peak is rounded off neatly. The same sweep is carried out on the radiator nose, the filler cap being found beneath the bonnet.

THE OWNER DRIVER?

Far too many small car manufacturers have put the cart before the horse in the matter of seating accommodation, says *The Light Car and Cyclecar*. They have "spread themselves" on the back seats while being penny wise and pound foolish on the front seats. The man who signs the cheque for a small car is the driver; the man who sits beside him is his honoured guest. The rear seats—when they are used, which is not very often—are reserved for casual passengers for whose comfort he rarely feels great concern. The prime need of every small car owner is for better front seat accommodation and less concentration upon the amenities behind.

MODERN TYRES.

The most powerful truck in the world, a special built twelve wheeler, trailer type, French make recently at the "Circuit des pavées," France, successfully carried 25 tons on Michelin tyres, at an average speed of 18 miles per hour on hills and 31 miles per hour on level country. This is a remarkable feat and shows what tremendous weights the modern tyre will hold up under.

THE "BABY CAR" OF THE WATER.

During the past few months British motor boat-builders have been developing a new type of small cruiser, which is comparable in many respects with the modern baby car.

Details of the 11 standard craft available are given in the annual Yitting-out Number of *The Motor Boat*. These are all between 10 ft. 6 in. and 22 ft. in length, having a speed range of from 7 to 25 m.p.h., whilst sleeping accommodation and cooking equipment is provided for two or four people.

The prices of the boats vary from £105 to £340, and four of the cruisers are equipped with Austin Seven engines, similar to those installed in the well-known baby car of this make.

T.T. RACES AND WORLD TRADE.

FOREIGN MACHINES ENTERED THIS YEAR.

"It is very satisfactory," says *Motor Cycling* in the current issue, "that already there have been nominations of three foreign makes of motor-cycles for the Tourist Trophy Races to be held in the Isle of Man on June 15, 17 and 19. The value of the races will be greatly enhanced by this strong international flavour. It is also good to see that overseas riders will be numerous. The business value of the T.T. is very largely its influence abroad, and the more scattered the corners of the globe from which riders are drawn the greater will be the world interest in the result of the races.

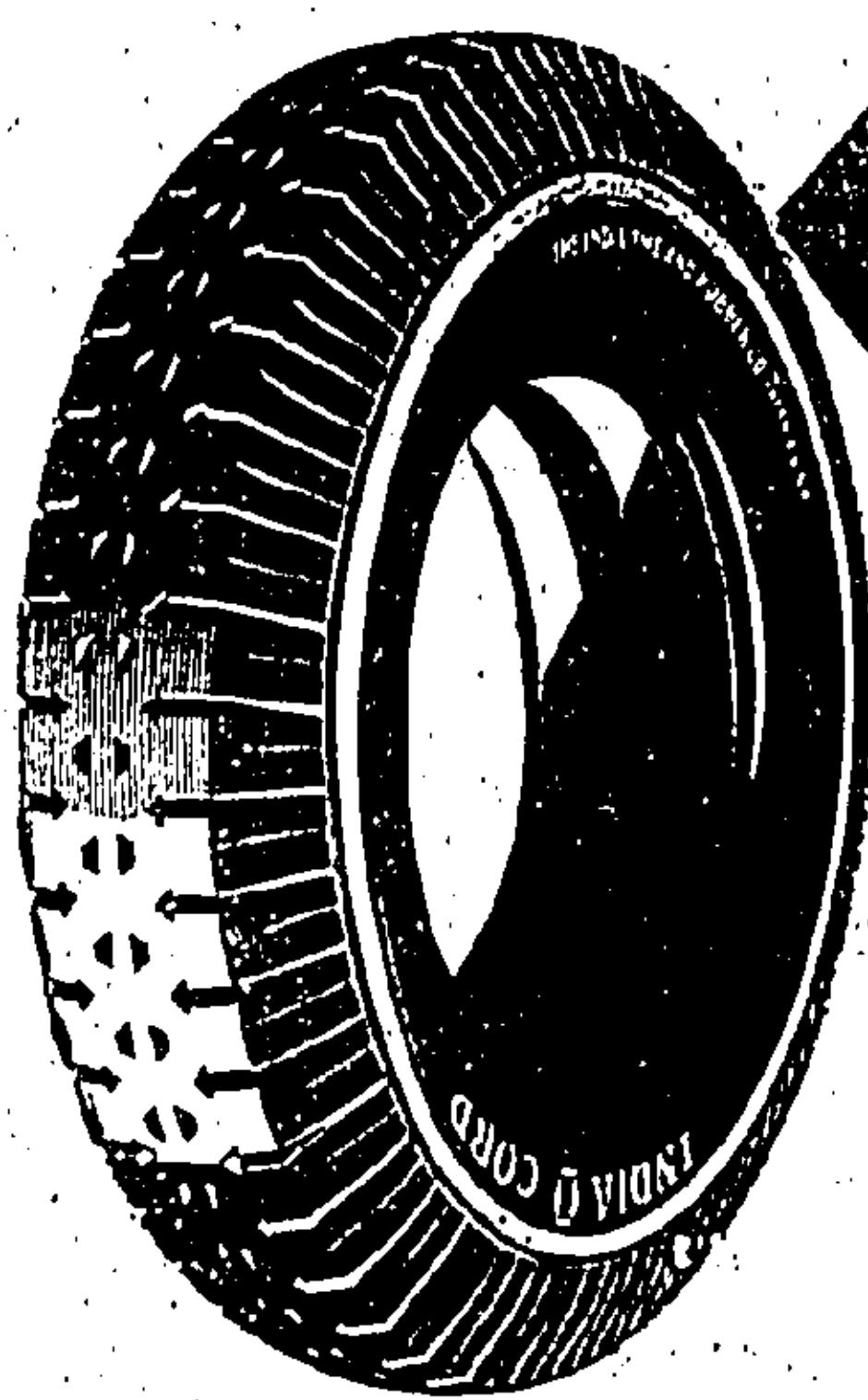
"At the moment it is too early to prophesy with certainty concerning mechanical developments which this year's races are likely to produce. One thing seems fairly certain, however, namely, that super-charged multi-cylinder engines are likely to make their first public appearance in the Isle of Man. If they are raced with success, and can offer a serious challenge to the ever-popular single, the 1931 T.T. races may well prove to be a most important mile-stone in the history of motor-cycle development. One thing is certain, viz., that a T.T. success would give the multi-cylinder engine a very substantial filip."

LUXURY OMNIBUSES.

WHAT LONDON IS DOING.

The London service of "buses" is already one of the best in the world. Steps are being taken continually for its improvement, and recently a new scheme has been evolved to provide the metropolis with a fleet of 6,000 new buses which will be not only the largest but the most comfortable in existence anywhere. They are of the covered, in, double-decker type, with a spacious gangway and a straight stairway leading from the lower to the upper deck. The seats are beautifully sprung and upholstered, and each one provides ample room for the passenger to travel in comfort. Some of these buses will be six-wheelers, but the majority will have four wheels, this being a more convenient size for London traffic. This scheme is likely to develop into a permanent institution, and the company which is building the buses is making preparations to erect dwellings for its employees near the works.

The new buses cost about £1,500 each, and they will be constructed in batches so as to allow room for continual improvement. Already a sum of £40,000 has been spent on experiments with a crude oil engine. The initial cost of the bus with this type of engine is £200 in excess of that of the ordinary type, but this sum will be quickly counter-balanced by cheaper running costs. Over 300 transport experts from all parts of the United Kingdom assembled to witness special tests of the new buses, and it is probable that, as a result of the London scheme, many transport systems elsewhere will be reorganised on similar lines.



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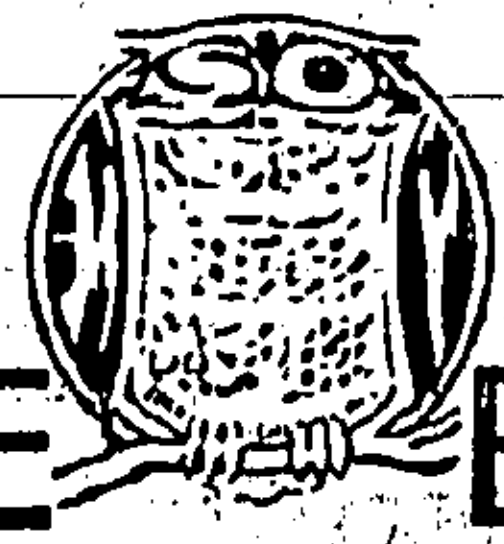
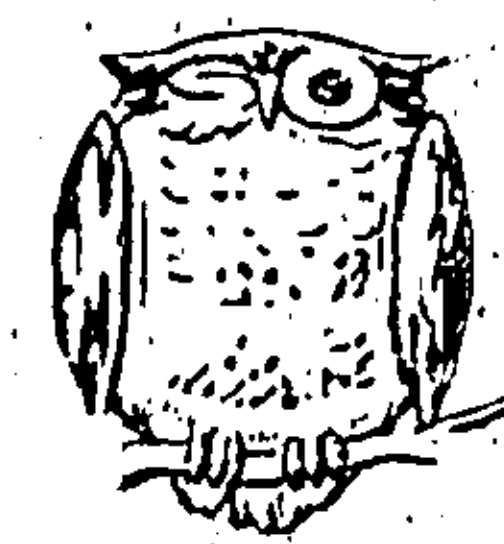
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The WISE BIRD



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SOCONY GASOLINE

MOTOR NOTES.

RUSTLESS STEEL.

IMPORTANT FORD INVENTION.

A decidedly advanced step has been made by the Ford Motor Company by the introduction of a new, rustless steel, for all bright metal parts on the models now being marketed. Radiator shell, head, lamp, tail lamp, cowli finish strip, hub caps, radiator and petrol tank caps are now made of this new metal.

In the past many finishes have been used on these exposed surfaces in an attempt to provide a brilliant surface which would not be affected by atmospheric conditions. Nickel plating was used extensively for many years and later chromium plating was introduced because of its tarnish-proof quality.

Now comes rustless steel, polished to a bright, white lustre of enduring quality. Being corrosive and tarnish-proof this metal retains its new appearance throughout the life of the car. Being the same bright metal all the way through, it does not scratch, wear off, crack or scale. It is an alloy composed of chromium, nickel and steel. Chromium gives a hard, smooth surface and nickel is added to give a bright, white lustre.

In laboratory tests, rustless steel was subjected to sixty-seven different commercial alkalis and acids without showing a trace of any chemical reaction. This test, being far more stringent than any which would be imposed upon the metal in actual use, assures the owner that no atmospheric condition will affect the finish in any way. In still another test, this metal was submerged in an alkali pit in central Pennsylvania where workmen, leaving steel shovels in the pit over the week end, would return to find nothing but the wooden handles, the metal having been eaten up in that short period of time. After being submerged for sixty days in this pit, the slab of rustless steel was recovered without so much as a stain and, when weighted on precision scales, showed absolutely no loss of weight.

Although the cost of production of this metal is about five times that of chromium plating, this feature has been added as standard equipment on the new Fords at no increase in price. It represents an actual saving to the owner since it does not require polishing or re-plating (being easily cleaned by wiping with a damp cloth and drying) and it increases the value of the car when it is sold or traded in on a new model.

TOURIST TROPHY RACE.

ON ARDS CIRCUIT AT BELFAST.

The Royal Automobile Club announces that the International Tourist Trophy Race will take place this year on the Ards Circuit, near Belfast, on Saturday, August 22, and that the regulations are now available. The R.A.C. adds: "The whole of the prize fund for the race, amounting to £1,500, will be provided by Lord Wakefield."

Lord Wakefield has taken a keen interest in the Tourist Trophy Race since its revival in 1923, and has each year presented a valuable cup as one of the Class awards. Appreciating the great value of this event to British motoring and the remarkable enthusiasm it has aroused amongst all classes of the community, he intimated to the R.A.C. that he would like to be responsible for the prize money that has always been one of the big attractions to entrants. This offer was gladly accepted by the R.A.C.

Hitherto the prize money has been distributed in the proportions of £1,000 to the winner, and £500 and £200 to the second and third respectively. It is felt that this places somewhat too high a premium on the actual winning of the race, and gave a disproportionate award to the other placed drivers, who, with a little more luck, might probably have won the event. With the concurrence of Lord Wakefield, the R.A.C. has, therefore, allotted the prize money in the following proportions: Winner, £500; second, £400; third, £300; fourth, £200; fifth, £100.

The race is for sports cars such as are catalogued by the manufacturers, and will be run in touring trim. Copies of the regulations may be obtained from the Secretary, R.A.C., Pall-mall, London.

A NEW SEA-GOING CRUISER.

J. W. BROOKE & CO.'S 52-FOOT CRAFT.

Judging by the number of cruisers which have been specially built by Messrs. J. W. Brooke & Co., Ltd., during the past few months, it seems that the popularity of the "Express" cruiser is rapidly increasing.

This organisation are now building at their Lowestoft Yard a 52-ft. twin screw sea-going cruiser to the order of a motor-boat enthusiast in Southend.

The boat has a beam of 12 ft. 6 ins. and a draft of 2 ft. 6 ins. which latter may seem small for a cruiser of this size, it was, necessary, however, to keep this draft down as much as possible to enable the boat to take the mud in an upright position at Southend.

The planking throughout is of pitch pine of 1 1/2 in. thickness, whilst the trimmings, such as cabin sides, deckhouse, covering boards, etc., are of teak, and the decks are laid and payed in tin pine on English oak deck beams.

The accommodation consists of a cabin locker forward, and the crew's quarters complete with two cot berths, and all necessary equipment. Aft of this, on the port side, is located the galley, fully equipped with cooking stove and storage for cooking utensils, crockery, etc.

On the starboard side is the pantry with lead lined sink, draining boards and the necessary stowage for provisions.

The dining saloon is situated still further aft, fitted with a berth on the port side, and on the starboard side with cupboard and sideboards. Mahogany is utilised for the entire interior of the saloon, which is finished in polished varnish.

Following the dining saloon aft is the deckhouse, under which the engine room is located, constructed of teak, with sliding doors on both the port and starboard sides for access to the deck.

Going aft from the deckhouse, situated on the starboard side, is the toilet department, fully equipped in the most up-to-date manner, whilst on the port side is the entrance to the engine room. Following this is the saloon arranged with settees and sideboards, the backs of the settees are so designed that they fold up and hook on to the deck beams, providing sleeping accommodation for four persons. The whole of the interior of the saloon is constructed of mahogany, finished in polished varnish.

Still further aft is a double stateroom arranged with berths on either side and wardrobes at the forward end, whilst aft of this stateroom is a large deck, with fuel tanks under, having a capacity of 300 gallons.

The power units in this instance consist of two 40/100 H.P. Brooke six-cylinder "Hundred" motors, giving the boat a speed of 14 m.p.h. at 1,500 R.P.M.

A 9 ft. dinghy is also supplied, built in silver spruce and teak, and has the necessary davits supplied for lifting on to the aft cabin top.

All deck fittings, handrails, etc., are of galvanised iron, with the exception of the cleats and handrails which are to be of gunmetal.

An automatic jack, which is operated from the driver's seat, made its appearance on the French market recently. It consists of two pairs of telescopic hydraulic jacks attached to the front and rear axles, and operated by a pump unit into motion by means of the vacuum in the intake pipe. The four jacks are comparatively small cylinders, attached to the axles by means of clips, in somewhat the same way as strings are attached, and when closed are usually several inches higher than the lowest part of the chassis. The induction pipe is tapped at a suitable point, and a connection made to a distributor unit, mounted on the dashboard or instrument board. With the engine throttled down and considerable vacuum existing in the induction pipe, a suction is created in the compressor mounted on some suitable part of the chassis, and the oil is delivered to the pump and sent under pressure to the four jacks.

THE ROAD TRAIN.

LUXURY OMNIBUSES FOR RAIL OR HIGHWAY.

Demonstrations have recently been given in England of a vehicle which many experts (including the Chairman of the London Midland and Scottish Railway) believe will offer a solution of certain transport problems which occur in almost every country. The vehicle is a road omnibus which is also capable of travelling on railway lines, either as an independent coach propelled by its own power, or as part of a train. Trials have proved that mechanically the new vehicle is a complete success. Many Government officials and agents from British Dominions and Colonies, saw with great interest that, both on the highroad and on the railway track, it worked very well. It only remains for railway companies to consider exactly how they can best employ this most useful vehicle.

Experiments have been made with the "Road Train" during a period of two years. Two models have been built embodying the results of this experience. They look like modern luxury omnibuses, except that they are equipped with buffers and have special metal wheels for running on rails in addition to the ordinary wheels with pneumatic tyres for road work. Goods vehicles can carry up to ten tons and those for passengers accommodate up to thirty people. The engine develops 130 horse-power and has a specially designed gear-box for rail-travel. During the rail tests, in which the engine was not opened out to full speed, 50 miles an hour were obtained; and on the highroad 30 miles an hour were covered with the greatest ease. The "Road-Train" has been made principally for use on branch lines and in districts where towns and villages lie some distance away from a railway.

WOMEN MOTORISTS AT BROOKLANDS.

"DOUBLE TWELVE" ENTRIES.

Women racing motorists will figure prominently in the first big international contest of the year, the British Double Twelve-Hour race, at Brooklands, on May 8 and 9.

Among the fifty entries already received are those of the Hon. Mrs. A. D. Chetwynd and Miss Victoria Worsley. The former has entered and will drive an M.G. Midget and the latter an Austin Seven.

Between these two families of "babies" there will be a battle royal. An M.G. has just wrested from an Austin the world's record for the mile in their class, and they will be fighting for supremacy in all the important races of the year.

For the Double Twelve ten Austins are entered and thirteen M.G.s, and each make will have a woman champion. Mrs. Chetwynd's car is the only supercharged M.G. entered; Miss Worsley's Austin is not supercharged.

The entry list remains open until April 20, and last year's field of sixty-five will probably be exceeded. Other interesting entries to date include Earl Howe's big Mercedes, which Capt. H. R. S. Birkin will have a hand in driving, and an 8-cylinder Maserati of only 1,100 c.c. (approximately 10 h.p.), entered by an owner hitherto unknown to Brooklands. Maseratis are Italian cars reputed to be of immense speed. They were to have appeared in the 500 miles race at Brooklands last autumn, but arrived too late. There will be at least three in the Double Twelve.

One of the most formidable teams will be the Talbot, three new cars larger and faster than those which did so well last year.

THIRD PARTY RISKS.

COMPULSORY INSURANCE IN FOUR COUNTRIES.

London.—Compulsory automobile liability insurance, or insurance against third party risks as it is called in Great Britain, is an active issue in many European countries. It has been adopted by four of them and is being considered by five of the thirteen others.

Switzerland has, perhaps, the most far-reaching and complete system. There each Canton has special legislation stipulating that no person may obtain a motor-car without first insuring against all damages he may cause to persons or things. So successful has the cantonal legislation been that a federal statute has been drafted and will probably be acted upon early in 1931 making local legislation uniform throughout the confederation.

Britain, under the new Road Traffic Act which came into force January 1, 1931, has adopted compulsory Third Party insurance. No motor vehicle license is issued without the presentation of the necessary certificate of insurance. This certificate has to be carried by every driver, and has to be produced to police authorities when required. Any person allowing anyone else who is not insured to drive his car is liable to heavy penalties. There has been no change in the amount of the premiums demanded by the insurance companies with the introduction of the new law.

MOTORING RECORDS

THE R.A.C.'S SUMMARY.

The Royal Automobile Club has prepared a summary of all World's and International Class Motor Records made during 1931. The total number of records reported from all countries in the twelve months was 155. Of these 67 were made on British and 88 on foreign cars. Of the drivers concerned 113 were British and 42 foreign, and 93 records were made in this country and 62 abroad. Eighty-four of the total number of records were made at speeds of over 100 m.p.h., twenty-two were over 120 m.p.h., whilst the fastest record of the year was flying kilometre in Class B, made by Michel Dore on an 8-cylinder Puchard at Arpajon, the actual speed being 138.47 m.p.h. Outstanding performances were made by J. Dunfee, P. K. Bamber and D. Froy, who captured sixteen records all at over 100 m.p.h., in Classes D and E, on Sunbeam cars, the best speed being 120.60 for the kilometre. F. Cobb's three records in International Class A at over 120 m.p.h. on a Delage are also noteworthy, as are S. C. H. Davis' thirteen long distance Class H records in one day on a 7 h.p. Austin at over 80 m.p.h. Two other records stand out for special attention, viz., the 100 kilometre and 10 miles World's Records made by Mrs. Stewart at 129.00 m.p.h. and 137.21 m.p.h., respectively. This is the first time a woman has ever held a World's motor record.

THE LIGHTER SIDE.

A compulsory halt was made at a small garage that did not suggest great efficiency.

Said the Motorist: "Know anything about cars?"

Garage Hand: "Been mixed up with 'em a bit."

Motorist: "Mechanic?"

Hand: "No, pedestrian."

Man trying to sell second-hand and very dilapidated car to dealer:

"What's your honest opinion of my car?"

"It's worthless."

"I know, but go on and tell me anyway."

Salesman, trying to put finishing touches to a nearly completed sale:

"And of course, if you buy this saloon, madame, we shall be pleased to put your initials on free."

"Oh, its not the initial cost I'm worrying about, it's the upkeep."

Irish motor storekeeper: "The bicycle in the window? Oh, that particular model is ten guineas."

"Ten guineas? Why you can buy a cow for that."

Shopkeeper: "Yes, but you'd look a fool riding a cow."

Inquirer: "Maybe, but I'd look a bigger fool trying to milk a bicycle."

HEAT TREATMENT OF MOTOR STEEL.

SAFETY DEPENDS ON HEAT.

Steel is steel to the average man. The naked eye can see no further than the surface but motor construction demands a keener vision as every piece of steel that goes into the modern motor car must first meet pre-determined standards.

As each shipment is received, it is subjected to chemical analysis and a permanent record is kept for future reference. Samples are then heated to a high temperature and a test of physical properties made, in order to determine positively that the desired hardness, elastic strength, etc., will be obtained. Then a microscopic photograph is made to show the exact physical structure, the composition, form and dimensions of the crystals of the steel and the carbon in solution.

After such tests, a heat treatment is prescribed by the metallurgist. The results of heat treatment are dependent solely upon the degrees of heat, the length of time, the nature and the temperature of the quenching fluid, varying in each case with the chemical composition of the steel, the size and number of the parts treated, and the use for which the part is intended.

In most heat treating departments, possibility of human error has been eliminated as automatic heat recording instruments check the temperature of the furnaces every minute of the day and only when this record checks with the

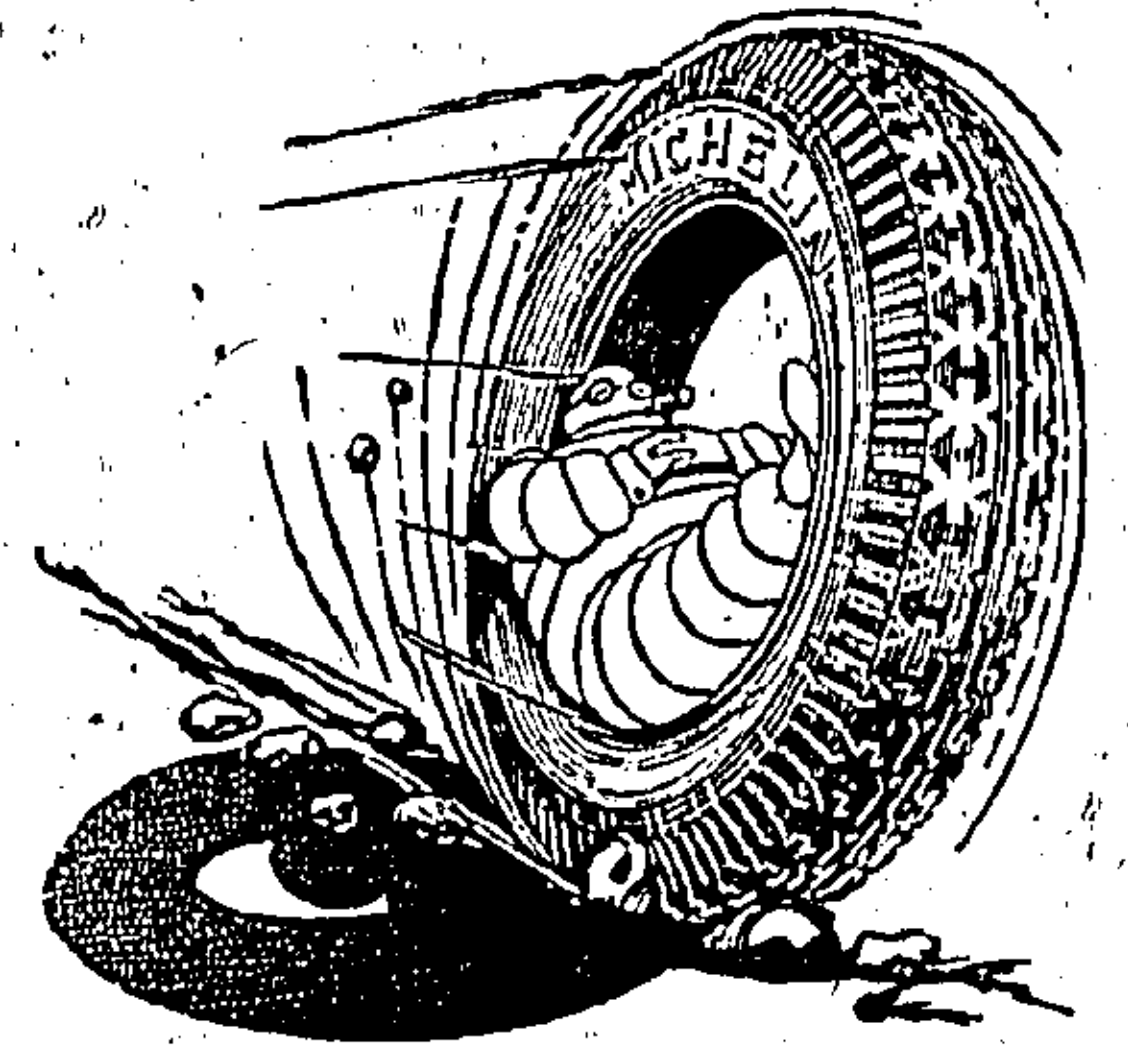
prescribed treatment is this part considered as properly treated.

After the molecular structure has been broken and reconstructed by the terrific heat of the furnaces, the charge is withdrawn, and immediately quenched in water or oil as prescribed. This holds the metal at the desired stage, whereas a slow cooling would have brought it back to its original state.

To check on the treatment, a sample is taken, polished, immersed in acid and viewed through the microscope. If the test reveals the proper qualities, the steel is

sent to the inspection room where, after further tests, it is ready for use. If the steel is not passed by the inspector it is either returned to the heat treating room or else used in the manufacture of some other part that does not require such a high grade of material.

The inspectors are highly trained men for upon their judgment rests the safety of the motor public—not only the driver of the car, but the pedestrian, as, in many cases, the breaking of a part means that the motor car becomes unmanageable and endangers the lives of everyone in the vicinity.



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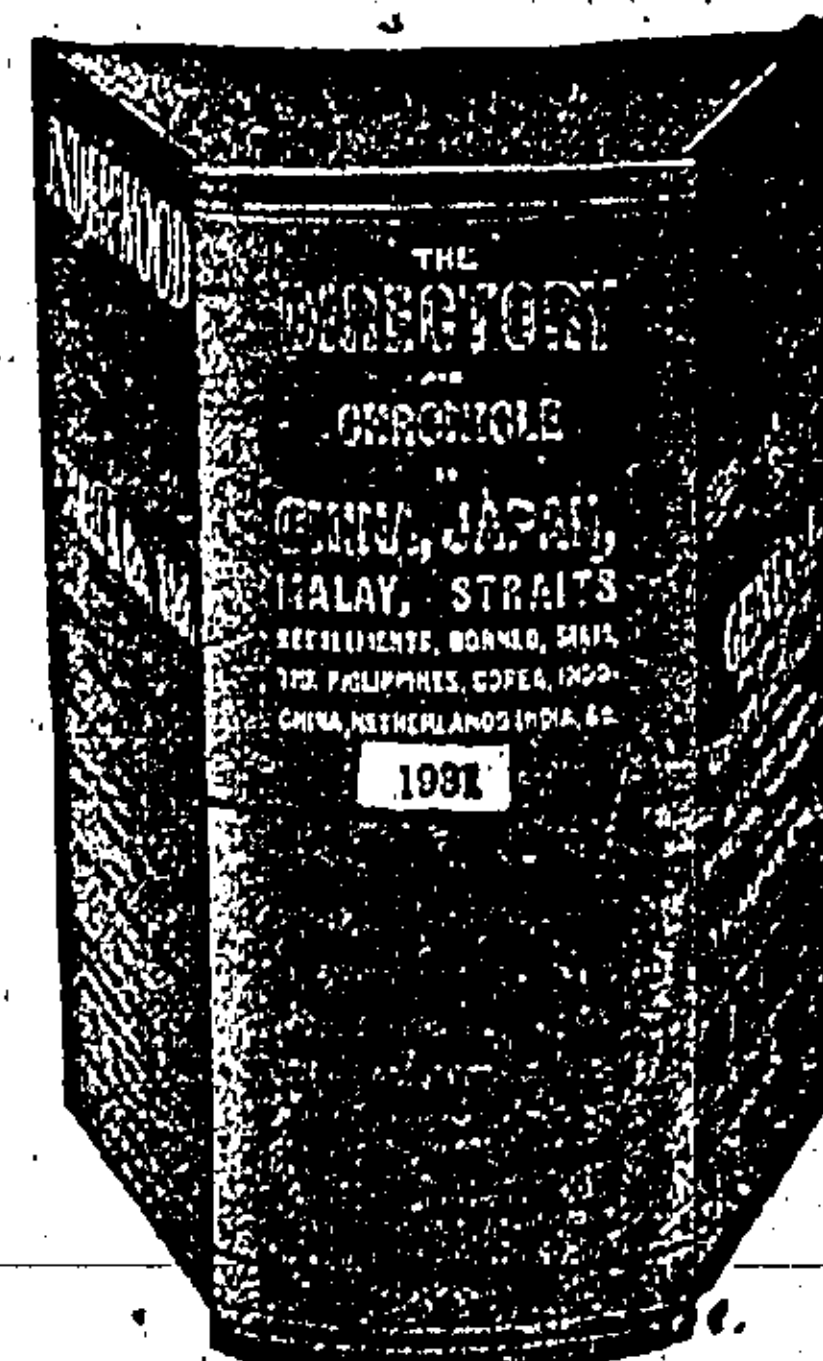
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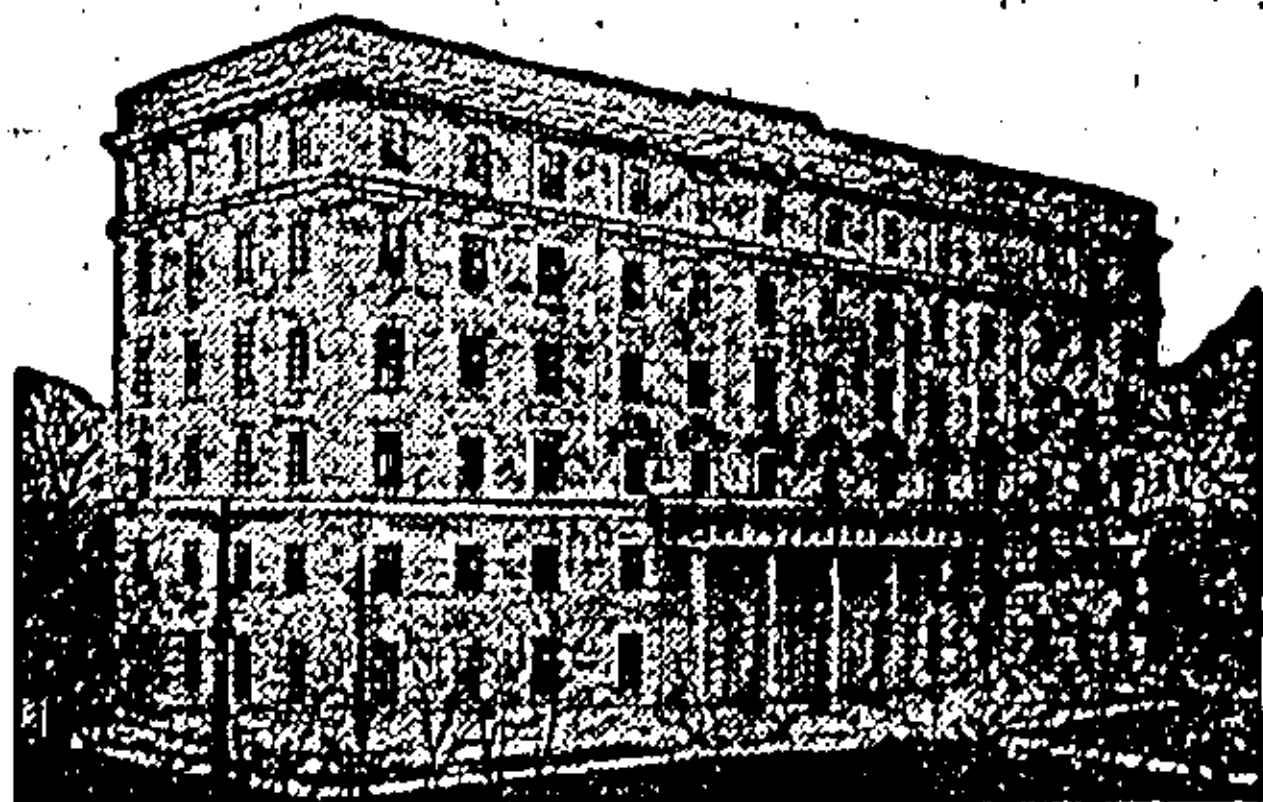
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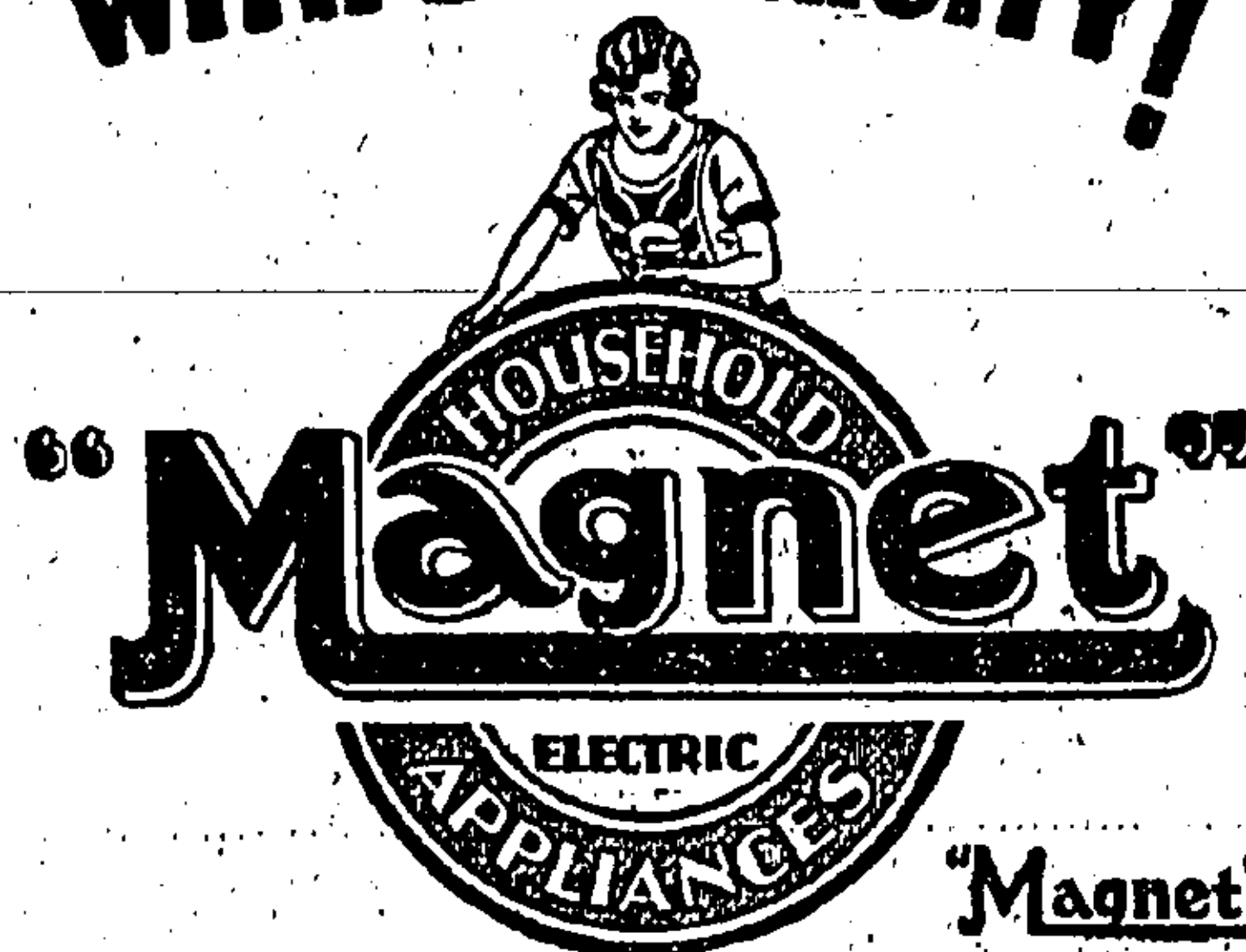
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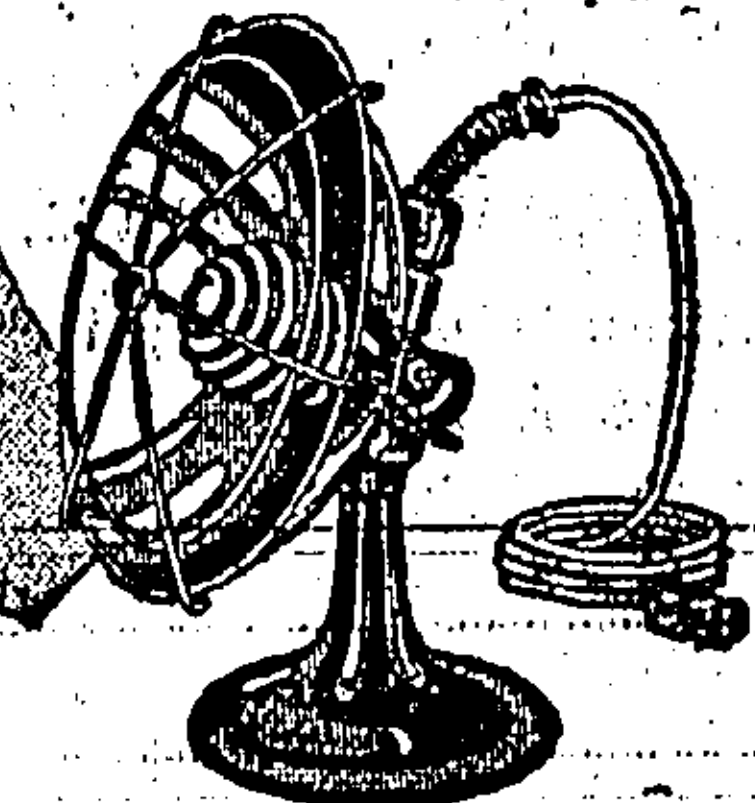
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HONG KONG POLICE RESERVE.

[ORDERS ISSUED BY THE HON. MR. R. D. C. WOLFE, C.M.G., INSPECTOR-GENERAL OF POLICE.]

Inspection.

All ranks are reminded that a general inspection of the whole Police Reserve by the Hon. I.G.P. accompanied by the Hon. Commissioners of Police Reserve will take place at Central Police Station on Tuesday, April 28 at 5.30 p.m. All members must attend. Dress—uniform, belts without frogs and cap with white cover.

Summer Uniform.

Members of the Chinese, Indian, Flying Squad and Sharpshooters Companies are warned that Summer uniform will be taken into wear by Police Reservists, as from April 20. Those who are not in possession of same will apply to their respective Equipment Officers immediately.

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held as usual to-morrow at 5.30 p.m. All members of the Chinese Company and of the Flying Squad who have not yet passed Part 2 of Training Course should attend.

Chinese Company.

Practice Parade.—All ranks of the Chinese Company are reminded of the practice parade for Hon. I.G.P.'s inspection which will take place at the Central Police Station on Thursday, at 5.30 p.m. All members must attend. Dress—White uniform, belts without frogs and cap with white cover.

Training Course, Part 2.—Constable BS Lai Tu Kwong has passed his examination in Part 2 of Training Course (Knowledge of Police Duties and Regulations.)

Indian Company.

Strength.—Constable R202 Sher Ali has been permitted to resign under the conditions of Section 19 of the Hong Kong Police Reserve Ordinance 1927, with effect from March 21st, 1931.

Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place to-morrow, Fall in at the Tsim-tai-tai Fire Brigade Station at 5.30 p.m. sharp. Dress—Khaki uniform and cap with khaki cover.

The final instructional patrol of the month of the Hong Kong Section will take place on Friday, and all members should take part in this patrol. Fall in at Central Police Station at 5.15 p.m. sharp. Dress—khaki uniforms, and cap with khaki cover.

Sharpshooters' Company.

Miniature Range. There will be no practice on the miniature Range this week.

Riot Drill.—Riot Drill will be carried out to-morrow at 5.15 p.m. on Kennedy Road. All members will assemble outside Queen's Pier at 5.10 p.m. sharp, with belts, holsters, revolvers and truncheons. No. 1 Squad will also bring rifles. Uniform optional.

(Sgd.) D. L. KING, D.S.P. (R.).

LESSON SERMON.

FIRST CHURCH OF CHRIST, SCIENTIST, HONG KONG.

"Doctrine of Atonement" was the subject of the Lesson Sermon in all Churches of Christ, Scientist, on Sunday, April 19.

The Golden Text was: "He sent redemption unto his people: he hath commanded his covenant for ever: holy and reverend is his name." (111; 6.)

Among the citations which comprised the Lesson Sermon was the following from the Bible: "And all things are of God, who hath reconciled us to himself by Jesus Christ, and hath given to us the ministry of reconciliation; To wit, that God was in Christ, reconciling the world unto himself, not imputing their trespasses unto them; and hath committed unto us the word of reconciliation." (2 Cor. 5; 18, 19.)

The Lesson Sermon also included the following passage from the Christian Science textbook, "Science and Health, with Key to the Scriptures," by Mary Baker Eddy: "We acknowledge Jesus' atonement as the evidence of divine, efficacious Love, unfolding man's unity with God through Christ Jesus—the Way-shower; and we acknowledge that man is saved through Christ, through Truth, Life, and Love as demonstrated by the Galilean prophet in healing the sick, and overcoming sin and death." (p. 497.)

NATIONAL CHRISTIAN COUNCIL.

CHINESE YOUTH AND RELIGION.

INTERESTING DISCUSSION AT HANGCHOW.

The delegates to the eighth meeting of the National Christian Council, at Hangchow, spent most of Tuesday, April 14, in discussion groups.

The chief event of the session was an address by Mr. Ebizawa, from the National Christian Council of Japan. Mr. Ebizawa pointed out some of the conditions confronting Christianity in Japan. "The doors are open," he said, "for Christian evangelism and influence in both the educational and social worlds. There is, however, some hesitancy about the Church as an institution." He felt that it was significant that Japan and China had started a general campaign at the same time; the former, the Kingdom of God Movement, and the latter, the Five Year Movement.

He showed how in Japan materialistic agnosticism culminating in Communism, is prevalent among the younger generation. In addition there is on the one hand, humanism which is religion without God, and on the other hand, there are the widespread and conservative nationalistic forces. All religions are losing ground, the result of which will be that Japan, will either become infidel, or turn to Christianity.

The Kingdom of God Movement reveals a tendency to adopt Christianity to the needs of modern Japan. Through it the Oriental discovers what is hidden and unique in Christianity. He felt that if the Kingdom of God Movement and the Five Year Movement developed they might march together to conquer the world.

The Kingdom of God Movement, Mr. Ebizawa continued, seeks to utilize all Christian forces and resources in Japan, and mobilize all Christian organizations, agencies, and individuals. He urged that in order to combat modern tendencies, the Christian forces must combine. "A divided Church," he said, "cannot conquer a united world."

Mr. Y. Y. Tsai, Director of Religious Education in Peking Union Medical College, presented the findings of the group on "Christianizing Economic Relations." This report urged "that the time has come for the Christian Church to accept as part of its obligation of service to China a share in the industrial and economic reconstruction of China." In this connection it was proposed to seek to build up a community life based on Christian principles by the study and promotion of rural small scale industry, co-operatives of various kinds, and the training of labour for a share in the control of matters affecting its welfare. The new Factory Law is also to be studied, with a view to securing its application. It was also recommended that Workers' education be participated in by churches and other Christian agencies.

The Committee also urged that special steps be taken to rouse the interest and enthusiasm of the Youth of China in these efforts at social reconstruction.

It was announced that under the auspices of the National Association of the Mass Education Movement and the National Christian Council, a Rural Health Training Institute is to be held in Tinghsien, Hopei, from May 11 to 16, 1931.

The Institute is intended for rural workers, both men and women. The aim is to teach simple and practical hygiene, home remedies, first aid, simple cures and medical prevention of common ailments. It was hoped that those attending the Institute will spread the Gospel of Health in their own homes, churches, and communities.

Chinese Youth of To-day.

For the first time in the history of the National Christian Council, a special group had been appointed to consider the relation of Youth to the Church. This group, had a live discussion, on Thursday, April 16, when they found that Chinese Youth was facing many ethical, economic and intellectual problems. They seek guidance on sex, vocation and the building of a new social order. It was pointed out that while many young people are willing to accept older forms of teaching and older ideas, that another group is open to all kinds of teaching and that from this group must come the future leadership of the Church.

It was recognized, that generally speaking, this open-minded Chinese Youth are turning away from the Church. One delegate said that the Church could not easily co-operate with Youth because of its conservatism and death. (Continued at foot of next column.)

MAKING AMERICAN DOLLARS.

COUNTERFEIT PLANT AT SHAIKIWAN.

TWO MEN SENTENCED AT THE SESSIONS.

In passing sentence on two Chinese at the Criminal Sessions yesterday, the acting Chief Justice (Mr. Justice Wood) reminded the accused of the fact that the making of American silver dollars and not Hong Kong dollars made no difference in law to the offence under which they were brought to trial.

Accused were charged with making counterfeit coins and possession of moulds for this purpose. They were arrested at a house off the Shaikiwan Road during a police raid when 48 counterfeit American silver dollars and 14 moulds were discovered.

Li Chi, the first accused, admitted both counts. The other man, Wan San, elected to take his trial before a jury, and during the hearing of evidence the second count was withdrawn.

Police Discovery.

Outlining the case against the second prisoner, Mr. Somerset Fitzroy explained that he was found on the first floor, together with the other man. On a search being made, counterfeit American silver dollars, moulds, acids, charcoal burners and all the articles necessary for making the coins were discovered on the second floor, the key of which was found on the lower floor where the men had separate beds.

When a locked drawer in the room, which prisoner claimed as his own, was opened, two of the counterfeit dollars were found inside, together with material for polishing and cleaning the coins.

After hearing evidence, the charge of possession of moulds was withdrawn. Prisoner, in answer to the charge of making false coins, said that he was only a servant employed by Li Chi at \$18 a month. His duty was to clean up the coins and polish them. Li Chi had told him that if any money was made on them he would pay prisoner a commission.

The jury, without leaving the box, returned a verdict of guilty against the prisoner on the charge of making the coins.

His Lordship passed sentence of five years' hard labour on Li Chi in respect of each count to which he had pleaded guilty, the sentences to run concurrently.

A Lenient Sentence.

In dealing with Wan San, his Lordship said that prisoner had explained that he was employed by first prisoner and had assisted him in cleaning the false coins. Because he was a servant, and because of his youth (20 years of age) his Lordship said he would not impose a sentence of the severity meted out to first prisoner. After warning prisoner that it would be very serious for him if he were found engaged in the same trade again, his Lordship sentenced him to nine months' hard labour. The Sessions were adjourned sine die, pending the trial of a Filipino named Martin Gonzales Correa on a charge of shooting at and killing John Harrison, plumber on board the R.M.S. Empress of Russia.

HEAVY RAINS.

OBSERVATORY FIGURES.

Rain to the extent of 3.2 inches fell at the Observatory between 7.50 and 10.30 on Sunday night. The total fall from 3.30 p.m. to 10.30 a.m. yesterday morning was 4.33 inches.

This amount has been exceeded in April on only four occasions since 1884 as follows:—

1885 April 20	5.21 inches.
1908 "	20 6.22 "
1923 "	12 4.94 "
1926 "	10 4.50 "

Four inches of rain fell at Fanling on Sunday afternoon while only 0.03 inch fell at the Observatory.

The rain was caused by violent vertical currents.

cause they are influenced to some extent by communistic and radical thinking.

The report on the relations of the Church to Youth urged that steps be taken to bring Church leaders and Youth together, to confer on common problems. It was also decided that a special survey should be made of this whole situation. Churches were also urged to organize "Youth Departments."

The discussion showed that Christian leaders are waking up to this problem. Chinese youth, it is evident, is dissatisfied with the dogmatic presentation of the Church's message. It wants friendship and guidance towards a spiritual life above institutionalism and that aims at an actual Christian social order.

To CANADA

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"What is GENUINE DRY CLEANING?" Removal of all dust, spots, and greasy matter by a special spirit soap and pure PETROLEUM BENZINE, which can only be used in special machines installed in a fully licensed building approved by the GOVERNMENT. There is only one large installation in the COLONY.

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There is no surer method to preserve your clothes during the SUMMER than GENUINE DRY CLEANING and SEALING in a MOTH PROOF BAG.

THE STEAM LAUNDRY COMPANY, Head Office and Works:—Mongkok, Tel. 57032. (Kowloon Hotel Depot) Hong Kong Depot:—8, Stanley St., Tel. 21379. (Peak Hotel Depot) Peninsula Hotel (Visitors only). Hong Kong Hotel (Visitors only.)

The Dairy Farm Ice & Cold Storage Co., Ltd.

NEW ADVERTISEMENTS

THE HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and **ENTRY FORMS** for the **FOURTH EXTRA RACE MEETING**, to be held on **SATURDAY, 2ND MAY, 1931** (Weather Permitting), may be obtained at the **RACE COURSE, HONG KONG CLUB AND CAVERWAY BAY STABLES**.
Entries CLOSE at 12 O'CLOCK NOON on **THURSDAY, 23RD APRIL, 1931**. [637]

HONG KONG ENGINEERING & CONSTRUCTION CO., LIMITED.

NOTICE IS HEREBY GIVEN that the **NINTH ORDINARY YEARLY MEETING OF SHAREHOLDERS OF THE HONG KONG ENGINEERING AND CONSTRUCTION COMPANY, LIMITED**, will be held in the **BOARD ROOM** of Messrs. **SHAW, TOMES & CO., 51, GEORGE STREET, CHATER ROAD, HONG KONG**, on **WEDNESDAY, the 29th APRIL, 1931, at 10 O'CLOCK NOON**, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Year ended on the 31st December, 1930, and electing Directors and Auditors.

The **TRANSFER BOOKS** of the Company will be CLOSED from the 12th to the 22nd APRIL, 1931. Both Days inclusive.

By Order of the Board
B. ALVES,
Secretary.
Hong Kong, 7th April, 1931. [57]

HUMPHREYS ESTATE & FINANCE CO., LTD.

OFFER OF NEW SHARES.

SHAREHOLDERS are reminded that the **25th APRIL, 1931**, is the last day upon which signed Forms of Acceptance of Renunciation of the Offer of New Shares made to Shareholders on 29th December last must reach the Company's Bankers in Hong Kong (The Hongkong and Shanghai Banking Corporation) accompanied by a Remittance.

JOHN D. HUMPHREYS & SON,
General Managers. [630]

SHEK O COUNTRY CLUB.

THE GOLF COURSE will be CLOSED for the Further Period of a Week until **TUESDAY, the 28th of April**.
The Golf Committee regrets that this is necessary owing to the unfavourable weather prevailing.

J. D. A. HUTCHISON,
Secretary.
[629]

CREDIT FONCIER D'EXTREME-ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

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PRINCE EDWARD ROAD, KOWLOON.

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Modern Construction with Garages.

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Hongkong Musical Society

OWING TO THE SUCCESS OF HER RECITAL

YOURA GULLER

WILL GIVE A

SECOND

PIANOFORTE RECITAL

AT THE

Helena May Institute.

TO-NIGHT

AT

9.20 P.M.

TICKETS (\$4.40 AND \$3.30 EACH) MAY BE OBTAINED IN ADVANCE FROM THE SECRETARY OF THE INSTITUTE. [1605]

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Bunion Spring

Bunion Reducer

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Foot Soap Foot Powder

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"2" Drop Corn Remedy

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For reliable information about the whole of the Far East use the

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11, Lee House Street,
Hong Kong.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.40 a.m., stated:-

The anti-cyclone is central to the east of Tokyo. The depression over Tongking has deepened slightly.

Local Forecast:—S.E. wind, moderate; generally overcast; occasional rain.

BIRTHS.

GREENBERG.—On April 14, at Shanghai, to Mr. and Mrs. GREENBERG, a son.

HERTS.—On April 13, at New York, U.S.A., to Mr. and Mrs. HARRY H. HERTS, a son.

MORTON.—On April 13, at Shanghai, to Mr. and Mrs. F. T. MORTON, a son.

NYHUS.—On April 11, at Shanghai, to Mr. and Mrs. PAUL O. NYHUS, a daughter.

VAN SOMEREN.—On April 12, at Shanghai, to Mr. and Mrs. H. C. A. VAN SOMEREN, a son.

WILLIS.—On April 14, at Shanghai, to Mr. and Mrs. A. J. WILLIS, a son.

ENGAGEMENT.

KNIGHT—AINSLIE.—The engagement is announced between Mr. RONALD WILLIAM KNIGHT, B.A. (Cantab), B.A.F.O., only son of Mr. and Mrs. CHURCHILL KNIGHT, of Shanghai, and JEANITA LORNA, only daughter of Dr. and Mrs. WILLIAM AINSLIE, of Wargrave House, Hereford.

DEATH.

CHAN.—On April 17, at 29, Shelly Street, CHAN CHEW, late Managing Director of Himly, Ltd. Funeral will pass the Yat Pit Ting Pavilion, Kennedy Town, at 1 p.m. to-day (Tuesday). [632]

Editorial and Business Offices: 11, Lee House Street. Tel. 30251.

Night Editor (Wanchai Office): Tel. 24511.

London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, APRIL 21, 1931.

ART AND THE LINER.

SINCE time immemorial artistry has been lavished upon the design and the decoration of ships. The wonders of CLEOPATRA's barge have been immortalised by poets through the ages, but the Phoenician galley, the Norse dragon boat, the Spanish galleon and the Chinese junk were also carved and painted, for no other reasons than to please the eyes of men and of the gods of sea and river. There was a sternly utilitarian age, when steel and steam first conquered the sea, and then a period when the more luxurious vessels had plenty of gilt moulding, red carpets, plush, and some mahogany paneling to set them off nicely. The ultimate models for this scheme were, perhaps, the royal palaces in the days of Queen Victoria. Most of us preferred either the more severe manner of a naval wardroom, with its white paint and steel prints of naval heroes and battles, or the modest style of the saloons and smoke-rooms of ships on the Far Eastern run. Now, however, artists have been called in to make the decoration of the modern passenger ship beautiful, comfortable, and worthy of the skill lavished upon her by designers and engineers. Of the new 42,000-ton liner *Empress of Britain*, which is now nearing completion, the *PRINCE OF WALES* said at her launching: "This vessel can be considered in construction the last word in shipbuilding, and as regards her appointments she will have no rivals." Several of England's leading artists have had a hand in the interior decoration of this ship. Perhaps it might have been better to have chosen one man and left him to harmonise the whole, but several great painters have been allowed to express themselves in various parts of the first-class accommodation so that all tastes might be satisfied. We have

before us a booklet, from the Canadian Pacific S.S. Company, with a picture of the Renaissance salon by Sir CHARLES ALLOM. "Rich walnut panelling," we are told, "is picked out in silver. Marble pilasters are ornamented in bronze." It is vast and magnificent enough for a Medici duke, or a Venetian doge, and modern lounge suits seem out of the picture. If only the Company could persuade their passengers to dress according to their setting! The ballroom, by Sir JOHN LIVERY, R.A., is in delicate corals, blue and silver; the room only needs a picture of beautiful Lady Lavery to make it complete, and perhaps this popular painter might be asked to supply one. The Cathay lounge is in gold, silver and black Chinese lacquer, a fantasy by EDMUND DULAC, carefully designed to keep modern "tails" and dinner jackets in harmony with their surroundings. FRANK BRANGWYN's riotous imagination, of nymphs and satyrs, grapes and fig leaves, spreads round the dining saloon, and HEATH ROBINSON's solemn absurdities adorn the cocktail bar and the children's nursery. What a ship to travel in! An epitome of modern art as well as a model of material comfort.

On the front cover of the booklet the artist expresses the power and the mass of this mighty vessel, and on the back he paints the ghosts of those old sailing ships, so lovely to the eye, but without fans or refrigerators, lounges and swimming pools.

It is all very well being sentimental about the past. The wind-jammer was a thing of beauty, but she was by no means a joy to her passengers. And who will say that the modern ship, lacks beauty? No one in Hong Kong, where the white grace of the "Empress" ships, the wonderful lines of the Blue Funnel freighters, the bluff strength of P. & O. and President vessels, are every-day features of the harbour.

SEARCH FOR THE FANTASTIC.

Now that the strange film "Ingagi," telling of unknown Africa, is now being shown at a local cinema, it is interesting to learn from a Home paper that an expedition to discover survivors of the prehistoric past is being sent into South America by scientific institutions of the United States.

From age to age the imagination has played with the idea that somewhere on the earth could be found a tract inhabited by strange creatures. ANDREW LANG's humour set scientific men rediscovering the gorgons, hydras and chimerae dire of folk-lore. CONAN DOYLE invented an isolated "lost world" of dragons of the prime still in being. The area which the United States has marked down as a happy hunting ground for the like surviving ancients is in the mountains in the south of Venezuela. That country is larger than France and Germany, and it has great tracts of land which are still unexplored. The stories which have ascribed to this interior strange creatures are plausible enough.

What did exist in South America in the past we are not very sure. It was the home of huge emouled creatures such as the paleotherium, of the giant sloth and of the glyptodon, a big creature of the tortoise kind. Descendants of the giant sloth have been sought in the far south, but in vain. It may be that animals more primitive, more horrible than these are still extant somewhere in the unknown world of land or water, though men of science do not in general take kindly to the suggestion of the continued existence of pterodactyls or dinosaurs or other monsters of an earlier stage in animal evolution. The peculiar noises of the monkeys of the New World suggest that they developed in the South American forests on distinct lines of their own, and probably from a stock quite unlike that which produced the Old World monkeys. Light on the early history of the family would be precious.

★ News and Views ★

Queer!

Queer things happen in London. A man walked into the Law Courts, stole money from a drawer, and nearly escaped. The shepherd who looks after the sheep in Hyde Park has complained that several have disappeared.

In Defence of Borstal.

When Miss Enid Ross, defending a man at the Old Bailey declared that he had never had a chance, the Common Sergeant (Sir Henry Dickens) said: "Anyone who has been sent to Borstal has had the best chance in the world."

"Birth of An Empire."

There is reason to believe that Mr. D. W. Griffith, the famous American film producer, has been approached with a view to his coming to Britain and making a superlative with the provisional title of "Birth of an Empire." The matters has been discussed on two occasions with Mr. Griffith, who is understood to be favourably disposed towards the suggestion. This affair is surrounded with the utmost secrecy, but the proposal was put before Mr. Griffith by a group of British Government officials, who believe that they could secure official support for the idea, and the necessary finance from patriotic sources. The same group has also put a proposal before Mr. Charles Chaplin that he should star in a film to be made in England or alternatively produce a film here with someone else as star. Either or both of these proposals would give a great fillip to British film production.

Planes and Science.

Berlin.—To reach altitudes of over 50,000 feet is the aim of an aeroplane which is now under construction at Messrs. Junkers' works at Dessau, and of which details were made known by the builders last month. The ultimate purpose of the machine is, of course, a scientific one, namely, to explore the upper strata of the atmosphere. The aeroplane and the scientific instruments to be carried by it will be controlled from a double-walled airtight chamber in which the atmospheric pressure will be maintained at a point tolerable to the human organism. The machine will be driven by a single motor, and its flying weight will be four tons. Before the final upward plunge is made experimental flights are to be carried out at elevations of between 35,000 and 40,000 feet. On the basis of the experience thus obtained the apparatus will be adjusted to accommodate itself to the conditions of the still higher level which it is hoped ultimately to reach.

★ Local Notes and Events ★

One Chinese case of typhoid was reported for the 48 hours ended April 19.

H.E. the Governor will lay the Foundation Stone of the new wing of the European Y.M.C.A. at Kowloon on Thursday, May 7, at 5.30 p.m.

At the Crown Lands Office yesterday, Mr. F. C. Parker Rice disposed of two lots of Crown land (Nos. 2458 and 2459) at the upset price of \$18,693 each.

The m.v. *Burgenland* (H.A.L.) left Shanghai on Sunday the 19th instant at 10.30 a.m. and is due here on Tuesday afternoon the 21st instant.

The Hon. Mr. J. Owen Hughes, who will be accompanied by Mrs. Owen Hughes, and Miss Owen Hughes, is leaving on Saturday by the s.s. *Rajputana* for England, on long leave.

Little Miss Evans, daughter of the Rev. Noel and Mrs. Evans, of the Ellis Kadoorie School, had the bad luck to break her arm while on the way home. She was playing on deck at the time.

Mrs. Ezra, of 7, Humphreys Avenue, Kowloon, reports that she dropped a black onyx brooch while on her way to the Peak Tram Station. The ornament is valued at \$250. The loss of a white platinum engagement-ring valued at \$400 is also reported to the police by Miss A. Barnes of 37, Granville Road, Kowloon.

The two Chinese, who, with three others not in custody, are charged with having taken part in a highway robbery in Clement's Ride on March 30, 1931, were again before Mr. Schofield yesterday afternoon. Considerable evidence was taken after which they were committed to stand their trial at the next Criminal Sessions.

Fiattory.

In the good old days, so it is said, certain Oxford wine and cigar merchants had a habit of praising the taste of undergraduates in their first year in order to sell them expensive vintage and brands. A youth of nineteen knows nothing, or next to nothing, about such matters, yet an eloquent salesman would come out with some such rigmorole as "Of course, sir, we have a port at 48 shillings, but it would not suit a connoisseur like yourself. Now this at 150 shillings we should like your opinion on." And so forth. The case of a silly young man who was flattered (as most young men would be) is recorded. The settlement of the bill was not pressed for another two years, and then, when it was one of three figures, father paid.

British Legion Book.

Over £100,000 has been secured already out of the sales of the British Legion Book. This excellent result is largely due to the personal interest taken by the Prince of Wales. A special edition of the book was prepared some time ago. This was signed by all the contributors to the book, which also contained a number of original signed etchings and other works of art. The Prince of Wales agreed to sign every copy that was sold. The price asked for this unique volume was £1,000. Already at least 100 copies have been sold, some in America and others in this country. Up to the present copies of the volume have not come on to the market, but it is thought that in the years to come such an exceptional collection of the personal signatures of the leading British artists and authors, together with the personal autograph of the Prince, will prove to be an investment.

Those Women Motorists!

The woman motorist, with all her faults, emerges with flying colours from the latest challenge to the competence of drivers. The Council of British Ophthalmologists affirm that danger lies in the extension of the coloured light system of traffic signalling, on account of the prevalence of colour blindness. One of the big motoring organisations retorted that the condemnation is "rather sweeping." Actually there are many forms of mild blindness to particular colours. The troublesome disability is that which makes red and green look alike. The handicap may be inherited or acquired. Statistics show that one man in every 25 is unable to distinguish between red and green. One well-known British general in France was stated recently by an oculist to have been unable to tell the Union Jack from the Red Cross flag at a distance. But women are ten times freer than men from this disability. Only one woman in 250 is colourblind.

SUMMARY OF NEWS

Local.

V.D.M.A. "At Home" at the Helena May Institute. Page 2.

Two Chinese counterfeiters were sentenced yesterday at the Criminal Session. Page 4.

Hong Kong Stock Market: Croucher & Co.'s daily report. Page 5.

The s.s. *Linchow*, which went aground in the Hainan Straits last week, has been looted and set on fire by pirates. Page 5.

The Currency Mission was discussed yesterday at the Chinese Chamber of Commerce. Page 8.

The 4.39 local train, from Shum-chun, was derailed yesterday afternoon near Tai-po, many people being killed and many injured, some of them very seriously. There were no Europeans travelling by the train. Page 5.

To-day's wireless programme. Page 10.

Latest Cables.

The revolt in Honduras is confined to the northern coast. Page 7.

The Press of Latin America praises the reversion by the United States to ex-President Coolidge's policy in Nicaragua. Page 7.

A representative of the Government of Portugal, who is on board the cruiser *Vasco da Gama*, has sent an ultimatum to the rebel leaders in Madeira stating that failing submission Madeira will be attacked by sea, land and air. Page 7.

A telegram from Peiping states that Miss Esther Nordlund, an American citizen, and Mr. Oscar Anderson and Miss Augusta Nelson, both Swedish subjects, all belonging to the Swedish Mission, have been captured by Red bands at Kingchow, in Hupeh. Page 7.

The Editor of the *Shanghai Evening Post* in yesterday's issue of his paper prints an open letter to Mr. H. L. Stimson, U.S. Secretary of State, in which he declares that after six months' ineffectual effort to obtain the release of Messrs. Nelson and Tvedt, continued friendly negotiations between America and China are a national disgrace. Page 7.

The Prince of the Welsh.

The Prince of Wales while in South America received an address from the Welsh colony in Patagonia. It was in the 'eighties of the last century that Welsh settlers arrived in the Chuput valley of Patagonia. In spite of so long an exile, the colony still speaks Welsh. The region abounds in curious racial groups. South Africans who refused to forget the Boer War founded another colony. At the other end of the American continent, in Canada, the Doukhobors offer a striking instance of voluntary exile. They are Russians professing a little-known religion, and their nude exercises have got them into trouble with the authorities.

Plending guilty to the charge of theft of linen from the R.M.S. *Empress of Canada*, a Chinese, who was described as a third class steward on the vessel, was sentenced to three months imprisonment by Mr. E. W. Hamilton yesterday.

With regard to certain rumours in Hong Kong that traffic via Siberia has been suspended Messrs. Thomas Cook & Son, Ltd., inform us that they have received telegraphic advice from the North that this rumour is entirely without foundation. No interruption has taken place and none is expected. The service is operated thrice weekly as heretofore.

At Central Magistracy yesterday, three Chinese workmen were charged with behaving in a disorderly manner near the Peak Tram Station. They all pleaded guilty, whereupon the Magistrate ordered the first two to pay the third defendant \$3 compensation while all three were made to sign bonds of \$50 to keep the peace for a period of one year.

In the course of a fire-fighting operations, when a fire was broke out at the factory of the Kwong Shing Loong Confectionery Co., on Sunday morning, the European Assistant Station Master in charge of the Mongkok Division, Mr. Albert Chah, suffered a fall from the roof of the building. He had a remarkable escape from serious injuries, being only bruised and shaken.

Looking Back 25 Years.

The expected happened in the final for the Challenge Shield which was played at the Hong Kong Football Club's ground at Happy Valley on Saturday. H.M.S. Diadem beat Hong Kong Football Club by two goals. Unfortunately, a heavy shower of rain fell before the match began, making the soft ground softer and more slippery,

but this did not daunt the spectators, the number present being larger than at any match this season. H.E. the Governor watched the game from the matchbox, which was filled. From a spectator's point of view, the game was not an exciting one, being too much one-sided, but the Club made a good stand against their more skillful opponents.

Teams:—H.K.F.C.: Hickling; E. Humphreys and G. E. Morrell; H. C. Gray, J. Wicheil and F. C. Hall; W. H. Williams, R. Miller, W. E. Leckie, R. Whitmore and J. Mead.

Looking Back 50 Years.

His Majesty King David Kalakaua and suite took their departure for Bangkok yesterday afternoon in the steamer *Killarney*, Captain O'Neill. The embarkation was made the occasion of a considerable amount of outdoor ceremony in which all the honours of royalty were accorded to the departing guest. At half past three o'clock the King and his party left Government House, accompanied by His Excellency the Governor, Lieut. R. O. Cox, A.D.C., Dr. Eitch, Private Secretary, His Excellency Major-General Donovan, and Captain H. Barton, A.D.C. A guard of honour consisting of 100 rank and file, the band, and Queen's Colours, of the 27th Inniskillings, under the command of Captain J. C. Bayly, was drawn up on the wharf and presented arms as His Majesty passed. On entering the Government steam launch a royal salute was fired from the man-of-war anchorage, salutes were also fired by the *Victor Emmanuel* and the *Ourasco*. His Excellency the Governor accompanied by his A.D.C., accompanied His Majesty on board the *Killarney*. *Hong Kong Daily Press*, April 22, 1931.

CAPTIVE AMERICAN MISSIONARIES IN CHINA.

SHANGHAI EDITOR'S OPEN LETTER TO U.S. STATE
SECRETARY.

FRIENDLY NEGOTIATIONS A NATIONAL DISGRACE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 20.

The Editor of the *Shanghai Evening Post* prints an open letter to Mr. H. L. Stimson, U.S. Secretary of State, in which he declares that after six months the National Government has been unable or unwilling to effect the release of Messrs. Nelson and Tvedt, that no effective effort has been made by the National Government to exterminate the brigands or to bring them to justice, and that repeated protests from the United States officials had been ineffectual or had been ignored.

The Editor then declares that it is the solemn and considered opinion of many American nationals in China that continued friendly negotiations between America and China are a national disgrace.

[Reuter's correspondent at Hankow telegraphed yesterday that the Rev. K. N. Tvedt had been released and that he was expected to arrive at Hankow last evening.]

Lives of Americans Held Cheaply.

(From Our Own Correspondent.)

LATER.

Mr. Thackeray, Editor of the *Shanghai Evening Post and Mercury*, has published an open letter to Mr. H. L. Stimson, American Secretary of State, declaring that it is the solemn and considered opinion of a large number of Americans in China that continued friendly negotiations relative to extrajudicially constituted a national disgrace, considering the successive capture of missionaries at the hands of bandits, and the inability or unwillingness of Nanking to fulfil its obligations to protect foreign life and property, and therefore that it is nothing less than a national scandal to treat the Chinese Government as though it were in fact a Government capable and willing to exercise the powers and responsibilities of Government, and that the continuance of negotiations is tantamount to an American admission that it holds the lives of its citizens cheaply and regards its obligations lightly.

FATHER TVEDT RELEASED.

HELD BY BANDITS FOR SIX
MONTHS.

[THROUGH REUTER'S AGENCY.]

HANKOW, April 10.

Rev. K. N. Tvedt, of the Lutheran United Mission, a Norwegian subject, who was captured by bandits of the 5th Red Army at Loshan, South Honan, on October 24, has been released, and is expected to arrive in Hankow this evening.

A telegram from Hankow dated October 25 stated that a Catholic Father who escaped from Loshan, in South Honan, 10 minutes before the entry of bandits, reported that the Rev. K. N. Tvedt, and Miss Evenson, of the Lutheran United Mission, failed to escape, and, it was presumed, were captured.

A telegram from Peiping dated October 23 stated that the U.S. Consul in Hankow received a letter, on October 24 from Loshan, signed by the Rev. K. N. Tvedt and Miss Evenson, dated October 19, stating that they were in the hands of brigands belonging to the First Red Army, who were holding them "because of financial difficulties." The Reds demanded \$400,000 ransom.

The Rev. K. N. Tvedt stated that he was a Norwegian subject, though in an American organization.

BANDIT RAID IN MEXICO.

TEN KILLED AND TOWN-
SHIP SACKED.

[REUTER'S AMERICAN SERVICE.]

JERONIMO (Mexico), April 20.

Ten were killed and 20 wounded in a raid by bandits, who sacked the township of Juaritan.

The killed include six bandits and one woman.

REDS CAPTURE MISSIONARIES.

ONE AMERICAN AND TWO
SWEDES.

[THROUGH REUTER'S AGENCY.]

PEIPING, April 19.

Red bandits at Kingchow, in Hupeh, on the 17th inst., captured an American citizen, Miss Esther Nordlund, and two Swedish subjects, Mr. Oscar Anderson and Miss Augusta Nelson, all belonging to the Swedish Mission.

RED SUPPRESSION IN KIANGSI.

(Hah Tze Yat Pao.)

NANKING, April 20.

A message despatched by the Red Suppression Headquarters, at Nanchang (capital of Kiangsi), states that the Keng River valley, which lies in the central part of the province, has been cleared of Reds.

Normal communication between Kian and Kenghsien has been restored.

PLAN TO SEIZE KAILAN MINES.

LATEST MOVE BY CHINESE IN
DISPUTE.

Peiping, April 15.—The Chinese Press reports to-night that the Ministry of Industry is making active preparations for the retrocession of the Kailan mines in consultation with the Ministries of Finance, Railways and Communications.

The special committee which has been created to take charge of the preparations for establishing a branch of the Kuomintang on the Peiping-Mukden Railway has wired the Central Executive Committee of the Kuomintang urging it to take over the mines and administer them in the interests of the Chinese people.

The committee declares that the British secured possession of the mines through "unequal treaties" and the North China is facing a famine owing to the action of the Kailan Mining Administration in limiting their daily sales.

Mr. Kuo Chi Yi, the Director of the Peiping-Mukden Railway, is quoted as saying that the existing agreement with the Kailan Mining Administration will not be renewed in its present form on its expiry in June.

HONDURAS IN REVOLT.

U.S. CRUISER PROCEEDS
TO SCENE.

[REUTER'S AMERICAN SERVICE.]

Boston, April 19.

The revolutionary fever has reached Honduras.

According to wireless reports a revolt flared up at Tegucigalpa at two o'clock in the morning.

Several hundred armed men are at present marching on the important fruit-shipping centre of Tela. Scattered outbreaks occurred elsewhere.

It is at present unknown whether the capital, Tegucigalpa, is affected.

From Washington it is reported that the United States light cruiser Memphis has been ordered to proceed to the north coast of Honduras.

Revolt Confined to Northern Coast.

WASHINGTON, April 19.

The revolution against the Liberal Government of President Cofrades has hitherto been confined to the northern coast of Honduras.

Three United States cruisers have been sent to protect foreigners.

The revolutionists are led by General Ferrera, who is described as the strongest military figure in the country.

The capital is not yet affected, as a range of mountains lies between it and the coast.

ARGENTINA RECOGNISES SPANISH REPUBLIC.

[REUTER'S AMERICAN SERVICE.]

BUENOS AIRES, April 19.

The Government of Argentina has recognised the Spanish Republic.

SUBMARINE TRIP FOOLHARDY.

EXPERTS SCEPTICAL OF
POLAR PROJECT.

NOT STRONG ENOUGH FOR
ICEBREAKER.

Grave fears are expressed by expert British submariners about Sir Hubert Wilkins' projected under-water trip to the North Pole. Sir Hubert is to be accompanied by his wife, and the crew of the submarine will probably number 30. They all agree that the project seems foolhardy.

Here is the synopsis of their views:—No submarine can act as an ice-breaker. It cannot be built strong enough or given engines strong enough for the work.

Can a long drill be operated from within the submarine to pierce the ice? Yes; but when that is done, only a small hole will have been made, not enough to bring in the voluminous air only remain below water for 24 hours if she is moving at a maximum speed of 3 knots. After that she must come to the surface, run her Diesel engines (for which she requires quantities of fresh air), and with them recharge the electric batteries.

Would Freeze In Solid. If she could make a hole big enough to come up she would freeze in solid, while she was on the surface recharging.

Her hydroplanes, without which she cannot dive, project outside the hull: they would be frozen stiff and probably damaged, for they are delicate machines.

All the valves controlling the flooding of the tanks for diving, and other vital parts of the mechanism would freeze.

Another report says the "eyes" of the submarine with which Sir Hubert Wilkins will explore the Arctic Ocean and endeavour to reach the Pole have been tested and found satisfactory.

Powerful Searchlight. These searchlights are 5,000 Watt lamps made of special glass. Although they are capable of throwing a beam almost 100 miles in the air, their radius under water is scarcely 100 feet.

Tests of the lamps were made under 100 pounds pressure per square inch, equivalent to that prevailing 200 feet under water. Sir Hubert pronounced the results of the test satisfactory.

"Two of the lamps will be mounted in the prow of the submarine to enable us to see ice tongues extending down from the surface," he said. "Another will be on a movable connection for use for divers. The glow from the lamps will attract marine life to the side of the submarine, seals, polar bears and walrus, as well as fish, will undoubtedly be attracted."

U.S. POLICY IN NICARAGUA.

LATIN AMERICA PRESS
PRAISE DEPARTURE.

[REUTER'S AMERICAN SERVICE.]

New York, April 19.

While the American newspapers of all political complexions continue to criticise more or less violently the so-called reversion to ex-President Coolidge's policy in Nicaragua, the Press in some parts of Latin America are inclined to praise the departure.

The *La Nacion* (Buenos Aires) applauds the new policy, and declares that it would be wise for Mr. Stimson to "terminate once and for all the troublesome Nicaraguan question, which for 20 years has been the cause of grave suspicions and lamentable misunderstandings inside and outside the United States."

WRITS AGAINST GAMAGES.

PETITION FOR COMPULSORY
WINDING UP.

London, April 15.—On the application of Barclay's Bank to-day Mr. Justice Farwell in the Chancery Division granted leave to serve notice of motion for the appointment of a receiver for Gamages (West End) Limited.

Counsel stated that eight or ten writs had been issued against the company and there was also a petition for compulsory winding up.

Gamages (West End) Limited, consists of great new stores at Marble Arch which were opened last September as the largest women's fashion house in London. It has five acres of floor space and its construction cost nearly a million sterling.

Selfridges, the great rivals of Gamages, had built on the north side of Oxford Street which contains all the most important shops. Gamages built on the south side where there is not a single important shop for half a mile.

Soon after their new building was completed Gamages ran into trouble when the Courts forbade the operation of a huge electric sign, the biggest ever seen in London.

The owners of small shops on the north side of the street complained that the crowds stood watching the sign, impeding traffic and interfering with their businesses.

The new Gamages shop also suffered heavily through the activities of shop-lifters.

CABINET FAILURES IN ROUMANIA.

ELECTIONS TO BE HELD
WHEN NECESSARY.

[THROUGH REUTER'S AGENCY.]

BUCHAREST, April 18.

A fortnight's laborious efforts at Cabinet-making have been scrapped with dramatic suddenness.

After whom King Carol specially summoned, had completed the task of forming a broad Coalition Ministry, M. Titulesco declined to accede to King Carol's eleventh-hour request to include a certain personality whom M. Titulesco omitted, thereupon the King summoned his old tutor, the well-known historian, Professor Jorga. The latter within a couple of hours secured the King's acquiescence in an interesting list of experts who, however, are unlikely to be supported in Parliament.

In the course of a paternal homily to the nation Professor Jorga now discloses his intention to run the Government as a quasi dictatorship with the *mot d'ordre*, "work and quiet," pending the elections, "which will not be held until they are absolutely necessary."

A Bucharest cablegram of Friday stated: The determination to secure a broad-based National Government, in which the King has played a very active part in the formation of a new Cabinet, has brought home a "live wire" in the person of M. Titulesco, Rumanian Minister in London, who has formed a Ministry with M. Ghika, ex-Minister in Rome, as Foreign Minister. The ex-Premier, M. Maniu, Leader of the Peasants' Party, has promised his support.

AZORIAN REVOLU- TION.

MAJORITY OF INSURGENTS
SURRENDER.

[THROUGH REUTER'S AGENCY.]

LISBON, April 19.

The Government announces that the insurgents in Ponte de Gard, in the Azores, surrendered this morning, with the exception of a few who escaped to the Canary Islands aboard a steamer.

REVOLT IN MADEIRA

ULTIMATUM TO REBEL
LEADERS.

[THROUGH REUTER'S AGENCY.]

LISBON, April 19.

A special representative of the Portuguese Government who is on board the cruiser Vasco da Gama has sent an ultimatum to the rebel leaders in Madeira to submit, otherwise Madeira will be attacked by sea, land and air.

TURKISH WOMEN NOT TO VOTE.

DISFRANCHISED BY
ORDER OF GOVERNMENT.

NEW REGIME ROUSES
OPPOSITION.

Angora, Turkey, April 14.—The women of Turkey lost their promised right to vote in the national elections to-morrow because they rode to the polls in the last municipal elections in automobiles provided by President Mustapha Kemal Pasha's political opponent, Fethi Bey.

The members of the Popular Party who control 305 of the 317 seats in the Assembly were considerably irritated. They contended it was the Popular Party which gave the women the right to go unveiled in public, the right of equality with men in the courts, and then the privilege of voting in municipal elections.

They are firm in demanding that the women now wait for further rights of suffrage as a result of flirting with the opposition party. However, another factor which the Gazi discovered in the question of additional suffrage for women.

Peasants Antagonistic.

Menemem investigations revealed that peasants are antagonistic toward the additional freedom being given Turkish women as part of Kemal Pasha's westernization movement. Formerly a husband could chastise his wife whenever he liked and the courts upheld him and reproached the woman. Now the wife can take her husband into court and have him punished.

Divorce laws also are stringent. In the old days the dissatisfied male had only to say, "I divorce you," in the presence of witnesses and he was free. Now persons obtaining a divorce must wait 300 days before marrying again. Furthermore, the peasants argue, the Kofan gives them the right to have four wives and they cannot understand or approve of a Government which allows them to have only one.

There is a feeling among Government leaders that the modernization and westernization movement may have been pushed too rapidly and without proper consideration of the slow mentality of the peasant. The almost overnight which placed Turkey's population in kindergarten classes and brought ruin to newspapers is pointed to as a case in point.

Assembly Dissolved.

Because of the present unrest it is indicated that the proposed change from Friday, the Turkish Cuma or prayer day, to Sunday, the Occidental Sabbath, has been temporarily postponed. The inquiries revealed that the peasant still cherishes the fer, the passing of which was ordered as a part of the westernization movement.

The elections of to-morrow are necessitated by Kemal Pasha's order that the members accept a 275 per cent reduction in pay, and that a general house-cleaning be instituted. The orders are believed to have been influenced by the discussion among the peasants.

Under the Constitution the existing Assembly must continue in office until a new one is elected. Thus, there was considerable time for the Popular Party leaders to have changed their mind and allowed the women to vote, had it not been decided to retard the emancipation of the feminine sex.

BRITAIN-AUSTRALIA AIR MAIL.

CITY OF CAIRO CRASHES
AT KUPANG.

[THROUGH REUTER'S AGENCY.]

BRISBANE, April 19.

Arrangements are being made to convey the City of Cairo's mails from Kupan to Australia in a plane belonging to the Australian National Airways Company, of which Air Commodore Kingsford-Smith is the head.

No Casualties.

SYDNEY, April 19.

The City of Cairo, the air liner which left Britain on April 4 to inaugurate the new mail service to Australia, has crashed at Kupan. There were no casualties, and the mails are safe.

PARIS-TOKYO AND RETURN FLIGHT.

BURTIN AND MOENCHE
ACCOMPLISH FEAT.

[THROUGH REUTER'S AGENCY.]

PARIS, April 19.

The two French aviators Burtin and Moenché landed to-day at 1.55, on the conclusion of their flight to Tokyo and back.

THE VERSAILLES TREATY. POISONING THE ATMOSPHERE OF EUROPE.

Paris, April 11.—President Doumergue's recent speech, in which he forms the subject of a long leading article in *Le Figaro*, in which Gustave Hervé, the noted political leader, vigorously attacks and condemns the President's attitude. There can be no doubt in the sincerity of President Doumergue's wish for peace, M. Hervé insists, but in effect M. Doumergue in common with all French superpatriots is making for war. "One would have thought that the Austro-German pact project had opened the eyes of those patriots but it now appears that the affairs only add another fold. The tragedy of France's present situation is that the most ardent and sincere patriots resolutely refuse to recognize that the Versailles treaty is poisoning the European atmosphere and is inevitably manœuvring France into a fresh catastrophe."

In another newspaper article the well-known French economist Professor Charles Gide, the vice-president of the European Customs Union, declares that the planned Austro-German customs union was a step in the direction of European tariff unity which must be greeted most warmly. He considers the German initiative in this matter a bold and courageous beginning of a new era and that any forcible measure taken to prevent it would tantamount to encouraging European chaos.

CUBAN BOMB OUTRAGES.

PERPETRATOR GIVEN LIFE
IMPRISONMENT.

[THROUGH REUTER'S AGENCY.]

HAVANA, April 10.—Gen. Gerardo Machado y Morales, the President of Cuba, to-day displayed unexpected leniency when he commuted to life imprisonment the death sentence passed upon Camillo Valdes, who confessed to have bombed the Presidential Palace recently.

Because of intense internal political strife President Machado is continuing to rule this island republic under a virtual dictatorship. Constitutional provisions have been suspended for the duration of the period in which efforts are being made to topple President Machado's regime.

Valdes, toward whom President Machado has shown mercy, confessed that he bombed the Presidential Palace because he holds President Machado responsible for depressed economic conditions in Cuba.

NAVAL NEGOTIATIONS TO RESUME.

[THROUGH REUTER'S AGENCY.]

ROME, April 12.—The departure of the Italian naval experts for London where on Tuesday, April 14, the negotiations for the drafting of the tripartite naval accord will be resumed, is being accompanied by the Press with a warning addressed to France not to force a rupture of solemn agreements.

The hope is also being expressed that the French Government has availed itself of the interruption of the London conversations during the Easter holidays to reconsider its position.

ITALIAN WARNING TO FRANCE.

[THROUGH REUTER'S AGENCY.]

PARIS, April 19.

A Rugby football match between France and Germany resulted in favour of the former by 34 points to nil.

WESTPHALIAN REDS AND POLICE CLASH.

POLICE USE REVOLVERS
ON COMMUNISTS.

[THROUGH REUTER'S AGENCY.]

Berlin, April 19.

Three Communists were killed and four seriously injured and five police were injured as the outcome of a collision between Communists and the police in Hamm, Westphalia.

The authorities had given permission for 150 Communists to march to the cemetery to commemorate the Communists who were killed during the disturbances in March, 1930.

A thousand, however, tried to enter the cemetery and attacked with stones and clubs the police, who tried to prevent their entry.

The police replied with revolvers.

JAPANESE PRINCE'S RETURN.

TO LEAVE U.S. IN CHICHIBU
MARU.

[THROUGH REUTER'S AGENCY.]

Tokyo, April 15.—Prince and Princess Takamatsu, who are now touring the United States after having spent eight weeks in Europe, will sail from San Francisco aboard the liner Chichibu Maru on May 28, it was announced at the Department of the Imperial Household to-day.

The Imperial godwill globe trotters will reach Yokohama on June 11.

A new Palace, built in the so-called "foreign style," is under construction for Prince and Princess Takamatsu at Takawa. It will be ready for occupancy upon the arrival of the travellers.

Gifts received in abundance by Prince and Princess Takamatsu during their European travels already are arriving here. They are being installed in the Takawa Palace.

BAN ON JAPANESE NEWS AGENCY.

MR. SHIGEMITSU PROTESTS
TO NANKING.

[THROUGH REUTER'S AGENCY.]

Tokyo, April 15.—A strong protest has been lodged with the National Government of China by Mr. Shigemitsu, Japanese Charge d'Affaires in China, against the ban on the Shimban Rengo correspondents in Nanking and Shanghai. The Nanking Government has prohibited Rengo men from using telephone and telegraph facilities on the ground that they dispatched reports regarding the Hu Han-Min affair in light unfavourable to the Nanking Government.

The Japanese papers editorially express unanimous regret at such an attitude of oppression upon the freedom of speech and unanimously declare that the Chinese authorities be reminded of the wrong and even unwise stand they are taking now on the present issue if they have the least sense of justice about the freedom of press and respect for Sino-Japanese relations.

DAVIS CUP TENNIS.

CLOSE MATCH BETWEEN
GREECE AND AUSTRIA.

[THROUGH REUTER'S AGENCY.]

ATHENS, April 19.

In the Davis Cup competition, Matsika (Austria) beat Zerlendi (Greece) by 3-3, 6-3.

Garangiolis (Greece) beat Artens (Austria) by 6-4, 2-6, 6-4, 6-5.

Greece won by three matches to two.

RUGBY INTERNATIONAL.

FRANCE OVERWHELMS
GERMANY.

[THROUGH REUTER'S AGENCY.]

PARIS, April 19.

A Rugby football match between France and Germany resulted in favour of the former by 34 points to nil.

CHINESE VIEWS ON CURRENCY.

MEETING TO BE HELD AT EARLY DATE.

EVERYBODY WELCOME.

Some idea of the big task which the Currency Mission has before it, can be gleaned from the conflict of opinion expressed at the Chinese Chamber of Commerce yesterday when that body held its usual monthly meeting.

The discussion arose out of a misunderstanding regarding a certain person who had been elected to represent the Chamber before the Mission. Actually, the Chamber, in answer to a request from the Government, furnished the name of that person as one who, it was thought, should be heard.

The question was asked as to whether the person chosen would give his own views or the views of the Chamber before the Mission. After it was pointed out that the gentleman would not in any way be representing the Chamber, some members asked whether it would not be possible to forward to the Mission the views of the Chamber itself.

Against this suggestion were several members who pointed out that any person, whether he was a member of the Chamber or not, was quite free to go before the Mission. The Chamber should therefore leave out the question of its views.

Views of the Chamber.

The meeting thought, however, that the Chamber's views should go before the Mission. They then proceeded to discuss ways and means of obtaining the views of the Chamber.

A suggestion was made to the effect that opinions and views should be collected, and after these had been sifted by a committee, to be appointed, they were to be forwarded to the Mission.

Against this suggestion, there was one, which, while favouring the calling in of views from all sections of the Chinese community, was not in favour of the idea that such views should be sifted before being presented to the Currency Mission.

After much discussion, the meeting decided, that the view of the Chinese Chamber of Commerce could best be obtained by calling a public meeting, when the stabilisationists and anti-stabilisationists could thrash the matter out. If necessary the Chamber could forward the verdict of the meeting and couple it with a minority report.

It was decided that the meeting should be called at a very early date in view of the likelihood of an early departure of the Currency Mission from the Colony. Advertisements will be inserted in the Chinese newspapers calling for those who have any suggestions to make to attend the meeting.

People's Conference.

It was announced in the Chamber yesterday that a letter had been received from the Macao Chinese Chamber of Commerce pointing out that neither the Macao nor the Hong Kong Chinese have been invited to attend the National People's Conference to be held in Nanking on May 6. The Macao body suggested that attention should be drawn to this omission. The Chamber decided that they would not assent to such a suggestion as there was a possibility that the failure to invite Chinese in Hong Kong and Macao might not have been an oversight. It was, moreover, likely that such a matter was outside the province of the Chinese Chamber of Commerce.

Selection of Committee.

Regarding the question of selection of committee members, the Chairman announced that, in response to a letter received, signed by seventeen ex-committee members, a meeting to discuss the propriety of the recent election would be held on Wednesday afternoon.

CAPTIVE BANDITS SHOT.

REPORTED EXECUTION OF 300.

Peiping, April 13.—General Han Fu Chu is pursuing his campaign against bandits in South Shantung and it is claimed that in a recent clash 300 bandits were killed and a further 300 taken prisoner. It is alleged in some papers that these 300 were afterwards taken out and shot.

H.K.C.C. TENNIS TOURNAMENT.

STILL NO PLAY.

On account of the rain, which continued to fall yesterday, all matches had to be postponed. To-day's programme is:—

Open Doubles.

M. K. Lo and M. W. Lo v. Ho Ka Lau and Yew Man Kit.
P. Kong and W. T. Lee v. H. Lo and Tu Tak Cheuk.

Handicap Singles "A."

H. F. Foley (scr.) v. C. E. Holmes (ove 15).

Handicap Doubles.

Owen Hughes and More (ove 16) v. Low and Dowley (rec. 5/0).
Miskin and Blaker (ove 1/0) v. Raworth and Turner (scr.).
Rudger and Rodger (ove 1/0) v. Henderson and Bishop (ove 1/0).
Stock and Humphreys (rec. 5/0) v. Nash and Hill (ove 2/0).
Humphreys and Wild (ove 3/0) v. Buttress and Woodman (rec. 5/0).
Wood and Lennox (rec. 15) v. Keyserling and Jensen (scr.).

Mixed Doubles.

G. W. Sewell and Mrs. A. Piercy (ove 1/0) v. A. D. Humphreys and Miss Thomas (ove 15).

THOMPSON REGAINS CHAMPIONSHIP.

WORLD WELTERWEIGHT BOXING TITLE BOUT.

Cleveland, Ohio, Apr. 14.—Young Jack Thompson, coloured California boxer, to-night regained the welterweight championship of the world when he scored a technical knockout victory over Tommy Freeman of Hot Springs, Arkansas, in the twelfth round of their scheduled fifteen rounds bout.

So badly battered was Freeman and so hopeless were his efforts to stand up against the severe beating Thompson was inflicting that the referee stopped the fight to save the former champion from further punishment.

The bout was staged under the auspices of the American Legion at the Cleveland Public Hall. It was in the same ring that Freeman won the title from Thompson last September. It was also the first time that Freeman had sought to defend his crown since he annexed it.

At that time Freeman was awarded a decision over Thompson last autumn many sports writers expressed their belief that the fight had been "fixed," that the hard hitting negro had been "robbed" of a victory which rightly should have been his.

Thompson the Aggressor.

Throughout the fight to-night Thompson was the aggressor. He had entered the ring a favourite to win and he amply justified the confidence of his backers.

Thompson first became the world's welterweight champion on May 9, 1930, when he whipped Jackie Fields in a 15 rounds battle at Detroit. Late in 1929 Fields had won the title from Joe Dundee on a foul. Thompson held the championship but four months before he lost it to Freeman but to-night he won it back again and left the Arkansas pugilist very badly battered.

Despite his poor showing, Freeman received 50 per cent. of the receipts for to-night's bout. Only ten per cent. went to the new champion.

MYSTERIOUS BODY IN A TRUNK.

GHASTLY DISCOVERY OF MUTILATED CORPSE.

Asahigawa, Japan, April 15.—Police here to-day were confronted by a gruesome mystery in the form of a brutal "trunk murder." A box, shipped to Asahigawa from Nagoya, large city in central Japan, has been found to contain the badly mutilated body of a woman.

The box was received here on January 11. It was accompanied by instructions to be held until called for. The decomposition of the contents of the box made it necessary to open it yesterday, resulting in the discovery of the murder.

The murdered woman is believed to have been about 35 years of age. Police have despatched telegrams to all parts of the Empire, asking police in other cities to aid in identifying the victim of the "trunk murder."

Evidence obtained by the police indicates that one Hatsu-Tenboshi shipped the box and its gruesome contents to Asahigawa from Nagoya. As yet no trace of the murderer has been found.

BARONET'S EX-WIFE AND £2,000 A YEAR.

APPEAL AGAINST DIVORCE ORDER FAILS.

"ARTIFICIAL WIDOWHOOD" OF LADY FITZHERBERT.

Lady (Diana Isabel) FitzHerbert appealed unsuccessfully before the Master of the Rolls (Lord Hanworth) and Lords Justices Lawrence and Slesser from an order of the President of the Divorce Division, by which an allowance of £4,000 a year (payable by her divorced husband, Sir Hugo Meynell FitzHerbert, Bt., of Tissington Hall, Ashbourne) is to be reduced to £2,000 net on Sir Hugo's death and to £1,000 if she re-marries at any time.

The Appeal Was Dismissed.

It was contended by Mr. Alexander Grant, K.C. (for Lady FitzHerbert), that such an order was unprecedented in divorce practice. Mr. Grant said the marriage was in January, 1920, the husband being 20 years older than his wife. There was no marriage settlement and there were no children.

[The late Lord Hanworth said that at the time of their marriage Lady FitzHerbert was 28 and her husband was 48.]

Their married life was unhappy, as Sir Hugo was addicted to drink and was guilty of gross cruelty. In November, 1925, counsel said, he struck his wife with a riding whip, and in 1927 she filed a petition for judicial separation.

The Master of the Rolls.—I don't understand how these facts are germane.

Mr. Grant contended that they were relevant because the conduct of the parties was a matter to be taken into account in fixing the alimony. It had been admitted that Lady FitzHerbert was likely to have to meet medical expenses in consequence.

Husband's Denial.

Mr. Bayford, K.C. (for Sir Hugo).—I have said from the beginning that her state of health would have to be taken into consideration in assessing the amount, but, from first to last, the husband has denied that he is in any way responsible for her state of health. Never from the first has there been the least admission that the husband has been guilty of cruelty or drunkenness.

The Master of the Rolls said that the Court of Appeal did not interfere with the discretion of the President, particularly in matters which he had taken into consideration. Mr. Grant submitted that these matters had not been taken into consideration by the President. Lord Justice Lawrence.—Are you suggesting that the President did not exercise his discretion, or that he exercised it in the wrong way? Mr. Grant.—I say both. There is practically no precedent for the reduction of what has been described as a jointure in the event of the wife surviving the husband. And, in this case, Mr. Bayford never asked for it.

Counsel submitted that that part of the order could not possibly stand.

£3,000 to the Mother.

Lord Justice Lawrence.—Was the husband tenant for life of his estates?

Mr. Grant.—With regard to a small portion of the property he is tenant for life, but with regard to the major portion he is absolute owner, subject to an annuity of about £3,000 to his mother, who is 70 years of age. In 1927, when Sir Hugo was examined for purposes of his insurance, his life was found to be uninsurable.

Lord Hanworth.—The danger of the wife's allowance becoming automatically reduced is not negligible.

Mr. Grant.—It is one we regard as so great that we have been hurrying on the case.

Lord Hanworth said that here they had the case of a woman who brought no fortune with her, who had no income or means of her own. There was little doubt that during the time she was married her position in life was improved from what it had been.

"Now her position would be that, even when her husband had passed away, she would have an income of £2,000 a year," he said.

Was the court able to say the President had gone wrong in applying the principles that ought to guide him? He thought not. Marriage with a man of very large means did not necessarily connote that when a wife had separated from her husband she ought to expect to "reign in affluence as if she were still chaperone of a big house."

He thought adequate provision had been made.

BRAVE WOMAN SCIENTIST.

NEARLY BLIND FOR HALF HER LIFE.

WONDERFUL WORK IN DARKENED ROOM.

Oxford has lost one of its most brilliant research workers—and also a wonderful woman—in the death of Dr. Florence Buchanan, daughter of the late Sir George Buchanan, chief medical officer of the Local Government Board, and a sister of Sir George Seaton Buchanan, of the Ministry of Health.

Dr. Buchanan was responsible for important scientific work—and for about 30 years, nearly half her life, she was practically blind.

Room Was Could Barely See.

For many years Dr. Buchanan had worked in a room that she could barely see. Sheer determination made her carry on research work of a strenuous kind, and at the same time make a very careful record of her own case. She analysed the sensations that came with approaching blindness, noting many strange facts and preparing diagrams to illustrate the symptoms.

It was right at the outset of her scientific career, towards the end of the 19th century, when she was studying under Ray Lankester at University College, London, that she first showed how she could rise superior to her failing sight. Sitting for her degree as doctor of science she found the condition of her sight becoming so serious that she had to stay in bed for three months. In that period she dictated a long paper dealing with the electrical responses of the muscle in various stages of contraction. Largely because of this she gained her degree.

With the dread of blindness always before her, Dr. Buchanan steadily pursued her scientific work. She went to Oxford in 1896 and applied herself to electro-physiology, very highly specialized work. The results she obtained attracted wide attention.

Refused to Give In.

"Even in those early days," a friend told me, "she refused to give in, and to the end she maintained this attitude."

"Nothing mattered so much to her as her research work. It was highly technical work, mostly devoted to the study of minute happenings in the organisms of animals. By the oscillation of an electrometer she registered the electrical stimuli of the muscles, or depicted the beats of the heart of the goldfish."

"Her room was always practically in darkness. She could not stand sunlight or artificial light. Yet she always acted as if in possession of all her faculties."

"Not a single article in her room was ever altered. If the smallest thing were moved it had to be replaced in exactly the same position. In this way, by feel, she was able to do her work."

"A few years ago, when she had passed the age of 60, she acquired a bicycle, and used to ride it regularly without accident, even on the Banbury High Road. How she could do it was a mystery."

"Mostly, however, she confined her rides to the vicinity of the physiological laboratory where she knew the road perfectly. She told me that she had taken to cycling deliberately because she felt it was so great a stimulus in her fight against the helplessness that blindness might otherwise bring. But always she chose the grey days; she could not stand any strong light."

"Her inability to write in the later years of her life was over-ruled with the same heroic spirit. She bought a typewriter and used it by touch."

"But nothing was more indicative of Dr. Buchanan's scientific work than the systematic study she gave to the blindness that had overtaken her. It arose from a detached retina, and she was particularly impressed by the brilliant colours that she could see. They were much more intense than any seen by persons with normal vision. They would even, she said, keep her awake at night."

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CRUZ SENTENCED IN SHANGHAI.

ONE YEAR'S HARD LABOUR FOR FRAUD AFFAIR.

THEFT OF IRON PIPING.

At H. M. Supreme Court Judge Sir Peter Grain sentenced Henry Cruz to one year's imprisonment with hard labour, on a charge of the theft of galvanized iron pipe, valued at Tls. 17,643.40, from Messrs. Imperial Chemical Industries (China) Ltd., by representing that he was authorized to receive the same on behalf of Messrs. Elm & Co., Ltd. The case for the defence was presented yesterday and, following the summing up by counsel, the jury retired for ten minutes, returning a verdict of guilty and adding a rider that they suggested that the sentence be tempered with a certain amount of leniency on account of defendant's stupidity.

Henry Cruz in evidence stated that Kohler, who was sentenced at the District Court on March 11 after admitting complicity in the alleged fraud, had never lent him any money, and said there was no conspiracy. He stated that he had worked for nine years with the Chartered Bank and for some time with Algar & Co. and had good references from both. He had been in the employ of Kohler at a salary of \$75 a month and their relations were that of master and servant. He admitted that he had signed cheques for a lorry under the alias of Smith, and said that he had twice been to the offices of I.C.I. on the instructions of Kohler. On cross-examination by the Crown Advocate, Mr. A. G. Mosson, defendant said that he had been hoodwinked by Kohler. He thought that the piping was Kohler's, and represented the remainder from jobs carried out and that it was available for sale. He denied using the name of Smith to cover his tracks.

Question of Stupidity.

After the summing up, the jury retired for ten minutes and gave their verdict. Asked if he had anything to say to the verdict, Cruz replied in the negative, as did the Crown Advocate. Mr. Wing, Counsel for defendant, suggested that the finding of the jury guilty, as the stupidity to which really amounted to a verdict of Not Guilty reformed the whole of his case. He also pointed out that the jury had not had the exhibits before them when they retired. (Here the Judge pointed out that they could have had them if they wanted them.) Mr. Wing added that the records of defendant's service and employers were before his lordship.

Sir Peter Grain, addressing defendant, stated that the case was one of a very serious fraud, over a long period. He did not agree with the jury in considering that he had taken a leading part in the fraud. He had found a receiver, and taken goods to a receiver and sold them.

Kohler had told his story in court, continuing, Sir Peter said that he did not think he was entirely justified in speaking to the jury as he was going to, but said that he had no reason to disbelieve Kohler's story. Kohler was convicted in another court, and whatever he said in H.M. court would not help him. He believed Kohler. Sir Peter said he was entitled to consider that Cruz took a leading part in the affair and would treat him the same as Kohler had been treated. He therefore sentenced Cruz to one year's imprisonment with hard labour.

Addressing the jury and saying that he was sorry he could not agree with their rider on stupidity Sir Peter thanked them for their services and exempted them from jury duty for one year. The jury was comprised of: Messrs. A. J. Hickmott, S. O. Thorley, T. Renzie, A. V. White and C. S. Holdsworth.

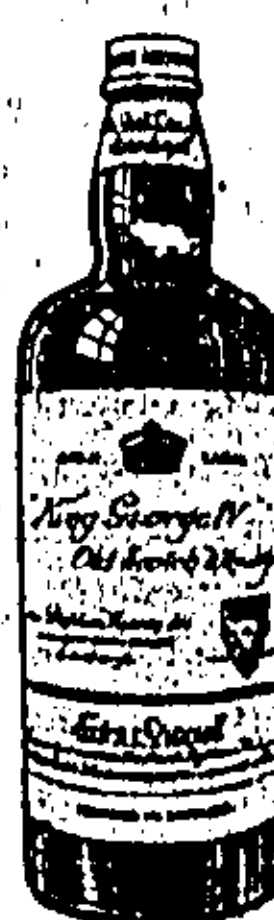


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ELECTRIC WELDERS,

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY

OF HONG KONG, LIMITED.

Salvage Tug "TAIKOO"

Wharves, etc.

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—DRY DOCK—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

SILL (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

to 4,777 Tons Displacement.

Electric Crane at Sea Wall.

Capable of Lifting 100 Tons

at 70 Feet Radius.

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CENTRAL THEATRE

To-day & To-morrow
At 2.30, 5.10, 7.15 & 9.20 p.m.

SUCKERS— SINNERS—SAINTS!

She toyed with them—
laughed at them—Until
she was caught in the
web of her own emotions!



You know
this Nancy.

"The Devil's Holiday"

NANCY CARROLL
in
"The Devil's Holiday"
(A Paramount Picture)

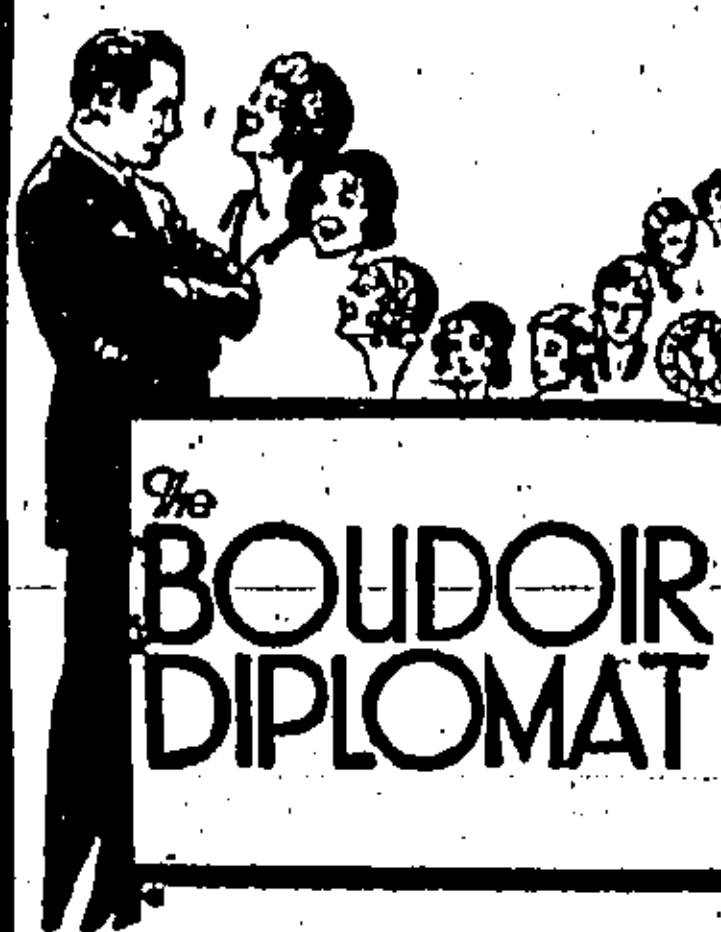
But!
Do you
know
this one?
A new story,
up-to-the-
minute
miss, who
plays at
love!

It's a 1931 Paramount
Attraction.

NEXT CHANGE

EVERY GIRL IN LOVE—
EVERY LOVE LORN YOUTH
EVERY MAN AND WOMAN

will want to see this startling
relation of the love intrigues
of the beautiful ladies of the
most romantic court of Europe



**BOUDOIR
DIPLOMAT**

with

Betty Compson Ian Keith
Mary Duncan Jeanette Loff
Lionel Belmore Lawrence Grant

The Spicy Affairs of
A Master Lover.

IT'S A 1931 UNIVERSAL
SUPER-PRODUCTION.

Booking at Anderson's and
the Theatre (Tel. 25720).

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON
355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Weather report, local time,
etc.

1.30 p.m.—Rugby Press news.
2 p.m.—Close down.

6 to 8 p.m.—European programme
of Victor and H.M.V. records
supplied by Messrs. Moutrie &
Co.

6 to 6.21 p.m.—
Children's Programme.
Songs from "When We Were
Very Young" by A. A. Milne
and Fraser Simpson, sung by
George Baker (Baritone).
"Halfway Down—Happily—Grow-
ing Up—Happily—Missing—
In the Fashion."—2220.
"Politeness—Market Square—
Buckingham Palace—The Three
Foxes."—2221.
"The Christening—The Brownie—
Lines and Squares—Vespers."—
2222.

6.21 to 6.35 p.m.—

Organ Solos.

"Schön Rosmarin" (Kreiser).—
Reginald Foot.
"A Brown Bird Singing" (Haydn
Wood).—Reginald Foot.—2901.
"Chelsea Fyre" (Goss Custard).
—Reginald Goss-Custard.
"Londonderry Air" (Stewart
Archer).—Reginald Goss-Cus-
tard.—B2375.

7 p.m.—Stock quotations.
6.35 to 7.05 p.m.—

Operatic.

Vocal Trio—"Faust—Prison
Song" (Gounod).—Geraldine
Farmer—Enrico Caruso—Marcel
Journet.—10008.

Vocal Duet—"Faust—See She
Opens the Window" (Gounod).
—Geraldine Farmer—Marcel
Journet.—10008.

Mixed Quartet—"Martha—Spin-
ning Wheel Quartette" (Flo-
tow).—Aida Jacoly—Caruso—
Journet.—10003.

Mixed Quartet—"Martha—Good-
night Quartette" (Flo-
tow).—Aida Jacoly—Caruso—
Journet.—10003.

Mixed Sextette—"Lucia—What
Restrains Me?" (Donizetti).—
Galli-Curci—Homer—Gigli—De
Luca—Pinza—Bada.—10012.

Vocal Quartet—"Rigoletto—Fair-
est Daughter of the Graces"
(Verdi).—Galli-Curci—Homer—
Gigli—De Luca.—10012.

7.05 to 7.20 p.m.—"Quartette in E
Minor" (from "My Life"
(Smetana).—Flonzaley—Quar-
tette.—M63.

7.20 to 8 p.m.—

A Concert.

Pianoforte Solo—"Melody in F"
(Rubinstein).—Mark Ham-
bourg.—B2037.

Pianoforte Solo—Waltz from
"Midnight Sun" (Rimsky-
Korsakov).—Mark Hambourg
—B2037.

Song—"The Lass With the Deli-
cious Air" (Arne).—Mavis Ben-
net (Soprano).—B2453.

Sing—"Oh Could I But Express
in Song" (Malashkin).—Peter
Dawson (Bass—Baritone).—
B2425.

Trio—"My Love Dwelt in a
Northern Land" (Elgar).—
Baraldi Trio.—B2330.

Song—"Here in the Quiet Hills"
(Carne).—Essie Ackland (Con-
tralto).—B2303.

Song—"O Lovely Night" (Lan-
don Ronald).—Walter Glynn
(Tenor).—B2395.

Organ and Pianoforte Duet—
"Glockenspielen" (Meno).—
Arthur Menle and Neville Tay-
lor.—B2097.

8 p.m.—Weather report, local time,
etc.

8.05 to 11.30 p.m.—Ko Shing Thea-
tre relay.

11.30 p.m.—Close down.

RUMANIA AND SOVIET OIL.

REPRISALS AGAINST PRE- SENT POLICY DEMANDED.

Berlin, April 14.—Messages re-
ceived here from Bucharest indicate
that the association of Rumanian
oil well proprietors has demanded
from the Ministry of Industry
prompt and drastic reprisals
against the alleged flooding of the
Jugoslav, Austrian, Hungarian,
German and Czechoslovak markets
with Soviet oil at a price cheaper
than the Rumanian producers are
able to grant. They also demand
that steps be taken to prevent ships
laden with Soviet oil or grain be-
ing allowed to use the Danube for
navigation.

Commenting on this report the
Vossische Zeitung writes: "This
declaration of war against the
Soviets by the Rumanian oil in-
dustry may mean that the neutral-
ity so far maintained by Rumania
in the international oil war may
be about to be sacrificed to the
planned loans in which the Pre-
mier Titulescu's close relations with
the London city will play a speci-
ally important part."

KING'S THEATRE

HONGKONG'S FINEST CINEMA

SHOWING TO-DAY

"INGAGI"

(GORILLA)

With Sound



A MILLION THRILLS
FROM THE HEART
OF AFRICAN JUNGLE!

CREATURES FOUND THAT
ARE APPARENTLY.....
HALF APE &
HALF HUMAN.

Booking at the Theatre Only.
PHONES: 25313, 25330.

After 15 YEARS of research and 3 YEARS in the home

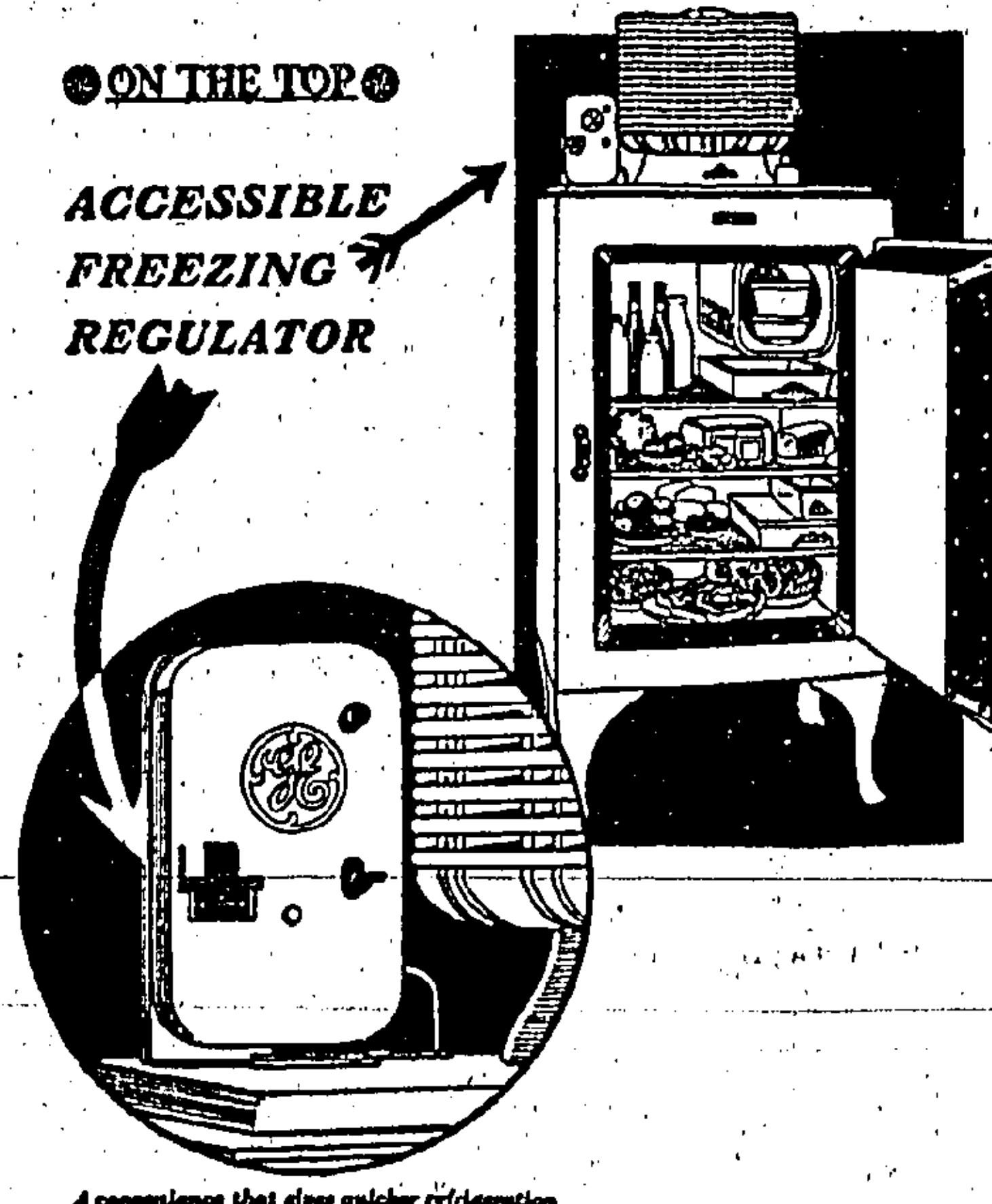
GENERAL ELECTRIC

Announces a
GUARANTEE 3 YEAR

... on the Monitor Top

ON THE TOP

ACCESSIBLE
FREEZING
REGULATOR



A convenience that gives quicker refrigeration
when necessary.

A GAIN General Electric makes
refrigeration history with its
announcement of an unparalleled
3-Year Guarantee on the General
Electric Monitor Top.

This—the broadest warranty ever
offered with an electric refrigerator—
means that for at least three years
you are protected against service
expenses on the mechanism of the
Monitor Top.

It is a guarantee based on the ex-
perience of nearly a million users.
For the past three years, General
Electric Refrigeration has served
them constantly, faithfully, making
a sensational expense-free record

that is one of the outstanding achievements in the industry.

General Electric offers you the widest range of refrigerating service—ice cubes, four different
zones of temperature, sliding shelves, small operating, and a score of other advantages.

On View at

Hong Kong Electric Company, Ltd.
General Electric Company (China), Ltd.
Andersen, Meyer & Company, Ltd.

DAVID HOUSE.

THE SILVER SCREEN.

QUEEN'S THEATRE.

"WHOOPEE."

The shadow of prison bars and
life sentences lies behind the
glamorous beauty of the costumes
of "Whoopie," the Samuel Gold-
wyn-Florenz Ziegfeld musical sen-
sation, starring Eddie Cantor,
showing at the Queen's Theatre.

The hands and head work of the
elaborate garments worn by the
ensembles in "Whoopie" were all
made by the convicts doing time
in the Arizona State Penitentiary
on a specially arranged contract
between the Samuel Goldwyn stu-
dios and the state of Arizona. The
prisoners are paid individually for
their work and the money is laid
away by the state to give them a
new start in life when their sen-
tences are served out.

"BILLY THE KID."

It is a strange coincidence that
the scene which King Vidor was film-
ing his biggest scene in the historic
western story, "Billy the Kid," at
Metro-Goldwyn-Mayer, the last sur-
viving member of the posse which
captured the real Billy at Sinking
Springs, New Mexico, died at
Douglas, Arizona.

Jim East, Sheriff Pat Garrett
and two others captured Billy
Bonney and returned him to Lin-
coln. This incident is recreated
in Vidor's talking picture; also
"The Kid's" subsequent sena-
tional escape from jail, and the
melodramatic three-day siege of the
McSwain home at Lincoln. John
Mack Brown plays Billy and Wal-
lace Berry is Sheriff Pat Garrett.
The picture will open next Sunday
at the Queen's Theatre.

CENTRAL THEATRE.

"THE DEVIL'S HOLIDAY."

There is something apropos in the
fact that Nancy Carroll, who is
one of Paramount's "biggest
names," is now playing in a pro-
duction which required the biggest
set ever constructed for the making
of a talking picture.

The picture is "The Devil's
Holiday," a romance-drama of the
American wheat-belt, written and
directed by Edmund Goulding,
writer and director of Gloria Swann-
son's "The Trespasser." It is now
showing at the Central Theatre.

Miss Carroll plays the rôle of a
professional "good girl" who, as
a manicurist in a big hotel, works
hand-in-hand with double-crossing
salesmen of farm implements to
"trim down" their former cus-
tomers.

Considerable action of the picture
takes place in the hotel lobby.
The monster set represents the
lobby and interior stores of the
huge hotel. Included in the set
are a clerk's desk, telephone opera-
tor's switch board, lobby, entrance
to the dining room, a complete
cigar stand, a barber's shop, and
a modest shop.

Eight cameras were required to
photograph the action which con-
tinues from one spot to another in
the hotel sequences.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, April 20.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer...	29.77	29.86	29.70
Temperature	76	72	77
Humidity...	94	95	91
Wind	ESF.	E	SE
Direction	3	3	4
Force	OR	ODM	ORLT
Weather...	0.09	0.00	5.23
Rain...			

Highest open-air Temperature, 19.83

Lowest open-air Temperature, 20.71

B—Blue sky; C—Cloudy; D—
Drizzle; F—Fog; L—Lightning;
M—Mist; O—Overcast; P—Passing
showers; Q—Squalls; R—Rain; T—
Thunder.

HONG KONG TIDE TABLE.

From April 21 to 27, 1931.

Day of Week	Date	High Water		Low Water	
		Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Tues.	21	h. m.	h. m.	h. m.	h. m.
		10 50	6.4	04 15	2.7
Wed.	22	00 32	4.0	04 30	0.9
		11 19	6.6	18 50	0.9
Thurs.	23	01 37	3.8	04 40	3.2
		11 51	6.7	20 10	0.9
Fri.	24	12 35	6.6	11 20	0.9
Sat.	25	13 23	6.4	23 30	0.9
Sun.	26	14 40	6.1	23 30	0.9
Mon.	27	08 25	4.3	10 15	4.0
		16 25	6.0		

MOVIELAND FEATURES FOR THE WEEK

QUEEN'S

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

Marvellous!
Snappy!
Gay!

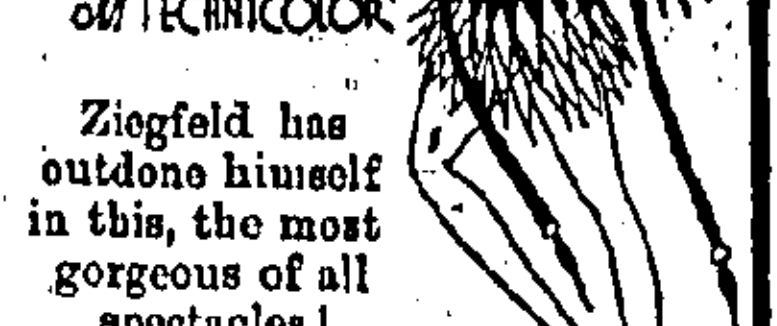


**EDDIE
CANTOR**

"Whoopie"

Classic by J. P. M. WITH FOUNDATION
LYRIC—E. J. KAHN
From the Musical Comedy by
SAMUEL GOLDWYN and
JIMMY CAGNEY
COLOR

Ziegfeld has
outdone himself
in this, the most
gorgeous of all
spectacles!



UNITED ARTISTS PICTURE

Added Attraction
"AN IRISH
FANTASY"

UNITED ARTISTS'
SPECIALETTE.

NEXT CHANGE

KING
VIDOR
who made
"The Big Pa-
rade," now
brings the
talkie's
mightiest
drama!

**BILLY the
KID**

with
John Mack
BROWN
Wallace
BEERY
Kay Johnson
Karl Dane

COMING SHORTLY

SHOW
OF
SHOWS

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, WEIHAIWEI, CHEFOO	"KUEICHOW"	On 21st Apr., 10 a.m.
HOIHOW & BANGKOK	"LIANGHONG"	On 22nd Apr., Noon
AMOI & SHANGHAI	"TAIYUAN"	On 22nd Apr., 5 p.m.
S'HAL, NEWCHANG & DALNY	"ICHANG"	On 23rd Apr., 5 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KINGCHOW"	On 24th Apr., Noon
SHANGHAI	"KINGYUAN"	On 24th Apr., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 26th Apr., 9 a.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 26th Apr., 2.30 p.m.
SWATOW, AMOI, SWATOW & S'PORE	"ANHUI"	On 27th Apr., 4 p.m.
S'HAL, NEWCHANG & DALNY	"HUPEH"	On 27th Apr., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 28th Apr., 9 a.m.
AMOI & SHANGHAI	"TSINAN"	On 29th Apr., 5 p.m.
SWATOW, FOOCHOW, WEIHAIWEI	"HUICHOW"	On 1st May, 10 a.m.
CHIEFOO & TIENTSIN	"SUNNING"	On 3rd May, 9 a.m.
SWATOW, SHANGHAI & TIENTSIN	"KINGYUAN"	On 8th May, Noon

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TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGE TAIPIING (Australasian)

PASSENGER AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON AND STEWARDESS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 270 RETURN.

"LONDON (via Australia) from £136-15-0.

(Australasian Newsagents on file)

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General Managers: BRANT & CO. Building and Repair of Steamers and Motorships of every type. Telephone: 30381. St. George's Building, Chater Road.

Telephone: 30381. St. George's Building, Chater Road.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	APRIL 19, 1931.										APRIL 20, 1931.									
	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Barometer at Sea Level	Thermometer	Wind	Direction	Force
Windsorstock	12	29.82	75.7	...	...	...	...	...	...	...	6	30.02	76.2	...	...	...	...	...	...	...
Namuro	11	29.82	75.7	...	...	...	...	...	...	...	5	30.14	76.5	...	...	...	...	...	...	...
Hakodate	...	29.82	75.7	...	...	...	...	...	...	...	...	30.14	76.5	...	...	...	...	...	...	...
Tokio	...	30.14	76.5	...	...	...	...	...	...	...	...	30.22	76.7	...	...	...	...	...	...	...
Kobe	...	30.12	76.5	...	...	...	...	...	...	...	...	30.12	76.5	...	...	...	...	...	...	...
Nagasaki	...	30.10	76.5	...	...	...	...	...	...	...	...	30.02	76.2	...	...	...	...	...	...	...
Kagoshima	...	30.08	76.4	...	...	...	...	...	...	...	...	30.00	76.0	...	...	...	...	...	...	...
Oshima	...	30.00	76.0	...	...	...	...	...	...	...	...	29.88	75.9	...	...	...	...	...	...	...
Naha	...	29.94	76.0	...	...	...	...	...	...	...	...	29.94	76.0	...	...	...	...	...	...	...
Ishigakijima	...	29.90	75.9	...	...	...	...	...	...	...	...	29.90	75.9	...	...	...	...	...	...	...
Bonin Island	...	30.04	76.0	...	...	...	...	...	...	...	...	30.08	76.0	...	...	...	...	...	...	...
Chetoo	15	30.22	76.7	...	...	...	...	...	...	...	6	30.04	76.0	...	...	...	...	...	...	...
Shanghai	14	30.13	76.4	...	...	...	...	...	...	...	...	30.04	76.0	...	...	...	...	...	...	...
Guttsch	...	30.22	76.7	...	...	...	...	...	...	...	...	30.18	76.5	...	...	...	...	...	...	...
Wanchow	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Foochow	...	29.97	76.1	...	...	...	...	...	...	...	...	29.95	76.0	...	...	...	...	...	...	...
Amoy	...	29.95	76.0	...	...	...	...	...	...	...	...	29.95	76.0	...	...	...	...	...	...	...
Swatow	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Taihou	11	29.94	76.0	...	...	...	...	...	...	...	...	29.91	75.9	...	...	...	...	...	...	...
Taihu	...	29.94	76.0	...	...	...	...	...	...	...	...	29.91	75.9	...	...	...	...	...	...	...
Tainan	...	29.89	75.9	...	...	...	...	...	...	...	...	29.87	75.8	...	...	...	...	...	...	...
Koshun	...	...	...	...	...	...	...	...	...	...	...	29.88	75.8	...	...	...	...	...	...	...
Pescadore	...	...	...	...	...	...	...	...	...	...	...	29.88	75.8	...	...	...	...	...	...	...
Hong Kong	14	29.79	75.6	...	...	...	...	...	...	...	...	29.81	75.7	...	...	...	...	...	...	...
Gap Rock	...	29.73	75.6	...	...	...	...	...	...	...	...	29.82	75.7	...	...	...	...	...	...	...
Macao	...	29.78	75.6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hoibow	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pratas Island	...	...	...	...	...	...	...	...	...	...	...	29.85	75.8	...	...	...	...	...	...	...
Phu Lien	15	29.61	75.2	...	...	...	...	...	...	...	...	29.67	75.7	...	...	...	...	...	...	...
Tourane	...	29.67	75.6	...	...	...	...	...	...	...	...	29.69	75.4	...	...	...	...	...	...	...
Cape St. James	...	29.60	75.7	...	...	...	...	...	...	...	...	29.62	75.7	...	...	...	...	...	...	...
Basco	14	29.65	75.2	...	...	...	...	...	...	...	...	29.68	75.8	...	...	...	...	...	...	...
Apurri	...	29.60	75.6	...	...	...	...	...	...	...	...	29.68	75.8	...	...	...	...	...	...	...
Tuguegarao	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vigan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Manila	...	29.60	75.6	...	...	...	...	...	...	...	...	29.68	75.9	...	...	...	...	...	...	...
Legaspi	...	29.63	75.7	...	...	...	...	...	...	...	...	29.67	75.6	...	...	...	...	...	...	...
Calbayog	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tacloban	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Boho	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cebu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Surigao	...	29.63	75.7	...	...	...	...	...	...	...	...	29.66	75.8	...	...	...	...	...	...	...
Saipan	11.00	29.65	75.2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Guam	12.22	29.65	75.2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Yap	11.00	29.68	75.7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pelaw	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.79	75.6	...	...	...	...	...	...	...	...	29.82	75.7	...	...	...	...	...	...	...

April 20. 10h. 40m.—The anticyclone is central near Tokio. The depression over Tongking is slightly shallower this morning.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 4.33 inches. Total since January 1, 11.95 inches, against an average of 9.39 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON APRIL 21.

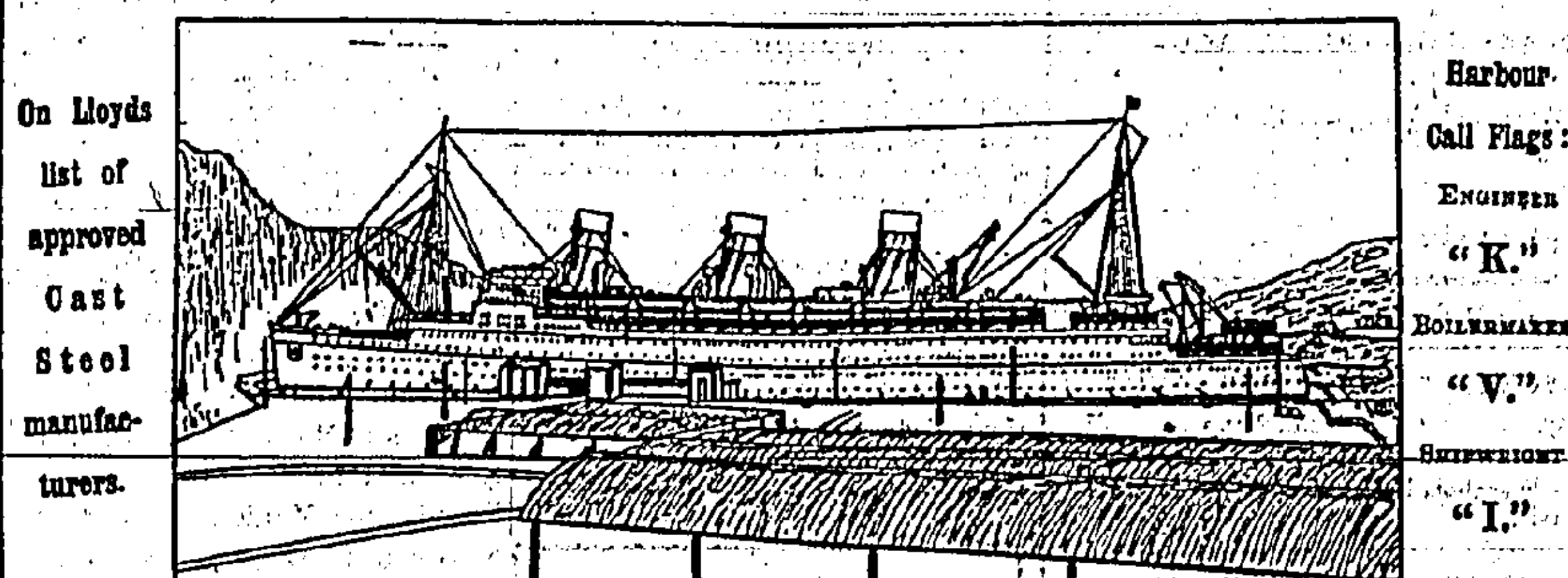
- 1.—Formosa Channel. N.E. winds, moderate.
- 2.—South coast of China between Hong Kong and Lamcocks. E. winds, moderate; generally overcast, occasional rain.
- 3.—Hong Kong to Gap Rock. E. winds, moderate; generally overcast, occasional rain.
- 4.—South coast of China between Hong Kong and Hainan. E. winds, moderate; generally overcast, occasional rain.

T. P. CLAXTON, Director.

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hong Kong.

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To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG" "FOOSHING" "KWAISANG" "HANGSANG"	Wed., 22nd Apr., at 7 a.m. Sun., 20th Apr., at 7 a.m. Wed., 29th Apr., at 7 a.m. Sun., 3rd May, at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG" "KUMSANG" "SUISANG"	Tues., 21st Apr., at 3 p.m. Fri., 8th May, at 3 p.m. Wed., 13th May, at 3 p.m.
OSAKA via AMOY, S'HAL, MOJI & KOBE	"SUISANG" "HOSANG" "KUISANG"	Satur., 25th Apr., at 7 a.m. Wed., 6th May, at 7 a.m. Tues., 19th May, at 7 a.m.
SANDAKAN	"MAUSANG" "HINSANG"	Fri., 1st May, at Noon Wed., 13th May, at Noon
TIENTSIN via SWATOW & FOOCHOW	"CHIPSING" "CHEONGSING"	Sun., 28th Apr., at 7 a.m. Sun., 10th May, at 7 a.m.

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[8]

CANADIAN PACIFIC

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12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN

TO CANADA AND U.S.A.

Ship	Leave	Arrive	Ship	Leave	Arrive
Empress of Canada	Apr. 25	Apr. 28	Apr. 30	May 2	May 14
Empress of Russia	May 8	May 11	May 14	May 16	May 28
Empress of Japan	May 23	May 26	May 29	May 31	June 10
Empress of Asia	June 6	June 9	June 12	June 14	June 22
Empress of Canada	June 20	June 23	June 26	June 28	July 8
Empress of Russia	July 3	July 6	July 9	July 11	July 20
Empress of Japan	July 18	July 21	July 24	July 26	Aug. 5
Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
Empress of Canada	Aug. 15	Aug. 18	Aug. 21	Aug. 23	Aug. 30
Empress of Russia	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 27
Empress of Asia	Sept. 26	Sept. 29	Oct. 2	Oct. 4	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 16	Oct. 18	Oct. 25
Empress of Russia	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 8

(Call at Nagasaki the day after departure from Shanghai.)

(Call at Honolulu on May 8. Call at Honolulu on June 6.)

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EMP. OF JAPAN Leave Hong Kong May 17

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TATSUTA MARU... Wednesday, 13th May

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HEIAN MARU... Tuesday, 21st April

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

TERUKUNI MARU... Saturday, 2nd May

SYDNEY & MELBOURNE via Manila & Ports.

KAMO MARU... Saturday, 25th April

KITANO MARU... Saturday, 29th April

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU... Monday, 27th April

YAMAGATA MARU... Thursday, 30th April

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ROKUYO MARU... Wednesday, 22nd April

NEW YORK, BOSTON via PANAMA.

TSUYAMA MARU... Saturday, 2nd May

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles.

TOYOOKA MARU... Friday, 15th May

OALOUTTA via Singapore, Penang & Rangoon.

AKITA MARU... Wednesday, 29th April

NAGATO MARU... Friday, 8th May

SHANGHAI, KOBE & YOKOHAMA.

DAKAR MARU... Sunday, 26th April

TOKIWA MARU... Monday, 27th April

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FELIX ROUSSEL... 28th Apr.

G. METZINGER... 12th May

SPHINX... 26th May

PORTHOUS... 9th June

CHRONOCEAUX... 23rd June

ATHOS II... 7th July

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ANDRE LEBON... 4th Aug.

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Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 14,500 TONS.
THROUGH CARGO 25,000 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 6 a.m. yesterday were:

Cargo for Through Ports.

H.K.

British

Teiresias, Shanghai 1, 1,262

Elpenor, Singapore 290, 3,469

Talma, Amoy 461, 636

Yuen Sang, Kobe 314, 638

Antung, Hoikow 50, 50

Kwangtung, Swatow 1,372, —

Kueichow, Canton —, 120

Haining, Swatow 260, —

Hydrangea, Swatow 176, —

Kamo, Port Kamin 800, 1,760

American

Pres. Grant, Shanghai 1,411, 2,333

German

Triave, Singapore 600, 7,000

Danish

Gustav, Diederichsen, Swatow —, 250

Norwegian

Mabella, Bangkok 2,000, —

Solviken, Saigon 2,700, 4,700

Japanese

Kwanto Maru, Shanghai 521, 35

Taiyo Maru, Shanghai 1,400, —

Calcutta Maru, Yokohama 1,000, 3,000

Andes Maru, Singapore 591, 5,075

Bokuyo Maru, Moji 138, —

Chinese

Sun Kong, K. C. Wan, 270, —

Teichuan, Hoikow 125, —

Tak Hing, Amoy 40, —

Total 14,500 24,038

SHIPS IN HARBOUR.

The following merchant vessels were in port yesterday:

Wharves—Kowloon: Yuen Sian, Calcutta Maru, Andes Maru, President Grant, Taiyo Maru, Kwanto Maru, Tanshin Maru, Holt's, Elpenor, Douglas Lap-put, Haining, Chiu On.

Docks—Kowloon: Haru Maru, Vigilante, Cumberland, Prominent, Hangsang, Corato, An Lee, Kan-lan, Taikoc, Persens, Planorbis, Kiangau, Quomopolitan, Plan-Boys, A1 Tiersin, A2 Talma, A3 Bokuto, A4 Nevada, A5 Tyn-dareus, A7 Amistion City, A8 Tisalak, A10 Solviken, A15 City of Elwood, A16 Ardent, B3 Davi-ken, B14 Antung, B15 Kwangtung, B16 Hallador, B17 Sietan, B18 Gus-tav Diederichsen, B19 Kueichow, B21 Michael Jensen, B23 Teichuan, C2 Mabella, C3 Hirundo, C4 Taidis, C5 Promise.

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

Arr. Dep.

British 10 5

American 1 0

German 1 0

Danish 2 3

Norwegian 2 3

Japanese 3 4

Chinese 3 1

Italian 0 1

Total 23 12

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 6 a.m. yesterday:

Talma (Br.) Osaka, Amoy... 256

Antung (Br.) Singapore, Hoikow... 112

Haining (Br.) Foochow, Swatow... 329

Hydrangea (Br.) Swatow, Gustav Diederichsen (Dan.)... 212

Amoy, Swatow... 103

Solviken (Nor.) Saigon... 207

Total... 1,314

ARRIVALS.

April 19.

Andes Maru, Japanese str., 7,772 tons, Capt. T. Matsushige, from Singapore, Kowloon Wharf.—O.S.K.

Elpenor, British str., 4,624 tons, Capt. W. J. Wilson, from Singapore, Holt's Wharf.—B. & S.

Kwanto Maru, Japanese str., 6,599 tons, Capt. M. Mizaguchi, from Shanghai, Kowloon Wharf.—O.S.K.

Taiyo Maru, Japanese str., 14,437 tons, Capt. Yaemon Tomioka, from Los Angeles, San Francisco, Honolulu and Japan ports, N.Y.K.

Tai Yuen, British str., 2,100 tons, Capt. R. Robertson, from Amoy, buoy No. B3.—B. & S.

Solviken, Norwegian str., 1,435 tons, Capt. N. Norvalls, from Saigon, buoy No. A10.—Wo Fat Sing.

Teichuan, Chinese str., 800 tons, Capt. Lai Yee, from Pakhoi, buoy No. B23.—Wo On & Co.

Teiresias, British str., 4,709 tons, Capt. H. Wilkinson, from Shanghai, buoy No. A1.—B. & S.

Tisalak, Dutch str., 3,614 tons, Captain P. Meerman, from Amoy, buoy No. A8.—J.C.J.L.

April 20.

Antung, British str., 2,107 tons, Capt. D. Lupton, from Hoikow, buoy No. B14.—B. & S.

Chian Lee, Chinese str., 1,350 tons, Capt. K. Ishii, from Swatow, Yaumati Anchorage.—Yee Tai Hong.

Fukura Maru, Japanese str., 1,098 tons, Capt. E. Hirate, from Newchwang, buoy No. B24.—D.R.K.

Kamo, British str., 725 tons, Capt. H. Beer, from Kampa port, Yaumati Anchorage.—Williamson & Co.

Kueichow, British str., 1,220 tons, Capt. D. Williams, from Canton, buoy No. B19.—B. & S.

Kwangtung, British str., 1,572 tons, Capt. A. F. Summerfield, from Swatow, buoy No. B15.—B. & S.

Nevada, American str., 3,517 tons, Capt. J. S. Smith, from Kobe, buoy No. A4.—States S.S. Co.

Pres. Grant, American str., 14,187 tons, Capt. W. A. Ross, from Shanghai, Pier No. 5, Kowloon Wharf.—Dollar S.S. Line.

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April 24.

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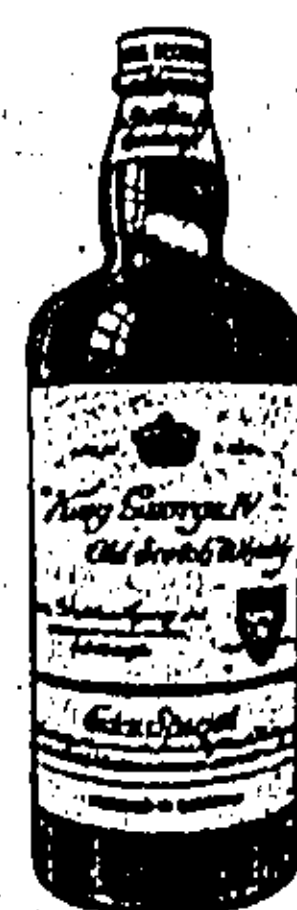
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Pres. Grant, American str., 14,187



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THE JAVELIN GIRLS
OF LONDON.

(Continued from Page 1.)

And as I watched them I found myself regarding with rapt pleasure all their legs—fine, brown, sturdy, well-shaped legs, disciplined to accurate movement, doubling up at the right moment to clear the tape, cutting the air like scissors as they ran, poised for the exact balance of the javelin thrower. And I thought that these legs were as good to look on as any that Miss Hamilton could find in Germany.

But I knew them to be rather exceptional. At one period of my life during the war I worked as a domestic Waac in an officers' club in Hill Street, Mayfair, and from one window we could look up out of the basement where much of our work was done to watch legs passing along the pavement above us.

Saw Enough.

Of course, during the war legs were not what they afterwards became; skirts thought audacious then grew frumpish later. But we could see enough; we used to quote at them the words from a musical show very popular in those days, "Theodore and Co." "ankles all the way down." And so they were.

A year ago, in any tube one could see the curves and rounds or knobs and spindle shanks of the legs of suburban ladies travelling from the shops, or typists strap-hanging wearily from their offices. And if the exhibition was often delightful, it was equally often horrid.

Now the remedy here is clear. We do not want longer skirts, we want better legs. I believe that it can be done. Germany is doing it. With her welfare centres for children, her youth movement-gym classes, her clinics and remedial exercises, she is making her nation beautiful enough to dispense with superfluous garments.

I believe that we could do the same.

Men Like Gods.

I happened to attend the annual meeting of that pioneer centre for middle-class mothers, the Chelsea Babies' Club. And there I heard the medical officer of the club telling of what was being done to raise the standard of physique and beauty among children.

I saw in the report that one lecture at the club had been on "Legs," and I met some of the children who had benefited already by the club's existence; I saw their lovely little backs, their firm graceful limbs, their straight, splendid legs. I heard one speaker declare that what the mothers of that club wanted was to make possible the rearing of a race of "Men like Gods."

And it seems to me that what they were doing, what everyone with small children could do if they would, was to make a land fit for skirts to grow short in, a land full of legs in which the Lord could delight.

SWALLOWED AND ATE A BIBLE.

BIRTHDAY EXPLOIT OF A YOUNG TORONTO BOY.

Toronto.—Bertie, a youngster of seven, has demonstrated that a whole bible can be swallowed, if not digested.

In his Birthday cake was placed a small bible encased in metal. The slice of cake containing the bible fell to his lot and he swallowed both cake and bible.

On the way to hospital he asked his mother to keep his picture out of the newspapers because, he said, "Fellers would laugh at me."

The doctors who operated on Bertie and the attendants at the hospital complied with their young patient's desire to avoid publicity, and the newspaper reporters agreed to suppress his surname.

The bible was removed after a successful operation.

BRITISH FLYING
NEWS.PRINCE OF WALES AS
AVIATOR.

LONDON, March 17, 1931.

During four days of this week the Prince of Wales, who gained a great personal triumph at the opening on Saturday in Buenos Aires of the British Empire Trade Exhibition, accompanied by his brother Prince George, is touring the Argentine provinces of Cordoba and Rosario by air. Thus the Princes, already with many hundreds of miles of air travel behind them since they landed in South America, set an example which many people will surely follow soon.

The public in Argentina has noted with admiration the lack of concern shown by the Princes in their use of the aeroplane, which they treat exactly as the motorist does his car. There is no doubt that this everyday use of the flying machine, demonstrating beyond dispute the comfort, speed and safety of air travel, is doing much to open the eyes of the Latin American peoples. Several people have flown for the first time with the Prince; they now share his enthusiasm. Almost overnight, flying has become fashionable Argentina.

SALES AT THE EXHIBITION.

First reports of aeroplanes sold at Buenos Aires since the opening of the Exhibition come, appropriately enough, from the de Havilland Aircraft Company, builders of the Prince's aeroplane. A few hours after the Exhibition was declared open, three sales were effected to a total value of nearly £3,000. The "Puss Moth," similar in every respect to the Prince's machine, and the "Gipsy Moth" biplane shown on the company's stand were sold, delivery being delayed by arrangement with the buyers till the Exhibition ends next month. The third sale was a "Gipsy Moth" to a leading firm of brewers in Buenos Aires who already own two similar machines.

BRITISH AIR LINERS IN
AUSTRALIA.

Statistics which have just reached this country of the operation of British air-liners during 1930 on the routes of Australian National Airways provide most impressive evidence of the degree of regularity that may be expected of modern air transport. In the whole year only two flights were not completed out of 1,104 scheduled, the percentage of regularity thus being no less than 99.82. This is practical transport indeed!

The two uncompleted flights failed because of adverse weather; there was no instance of failure caused by mechanical breakdown of any kind. Further, 1,120 flights, or 93.22 per cent. of the scheduled journeys, were finished within the scheduled time, leaving only 45 journeys delayed by adverse weather.

HALF A MILLION MILES.

Altogether on the two routes operated by the company—between Sydney and Brisbane and between Sydney and Melbourne—the air-liners carried 6,072 passengers and

717,040 letters and covered a total distance of 574,150 miles. There was no accident during the year.

The average speeds achieved on the services are high. Between Sydney and Brisbane the aeroplanes averaged 104 m.p.h.; between Sydney and Melbourne the average rose to 107.5 m.p.h. These speeds, being those actually achieved over twelve months of operation, demonstrate in uncertain fashion the efficiency of the aeroplanes used.

Australian National Airways operate a fleet of Avro "Ten" three-engined monoplanes, equipped with Armstrong-Siddeley "Lynx" air-cooled radial motors each of which develops about 240 horsepower. Each machine has saloon accommodation for eight passengers, with a separate compartment for baggage and a lavatory. The cruising speed guaranteed by the makers is 100 miles an hour, but the data just cited show that this figure is exceeded in practice. Range with normal tanks is 400 miles. Fully loaded the aeroplanes weigh 4½ tons.

THE RECTOR LEARNS TO
FLY.

That the piloting of the modern light aeroplane is not an occupation suited only to the young man and woman has been amply demonstrated lately by an English clergyman, the Reverend John Pyddoke, rector of the parish of Plesley, in Nottinghamshire, and his wife. Mr. Pyddoke, who is 61, and Mrs. Pyddoke, aged 32, qualified for their pilot's "A" certificate on the same day, which happened also to be their silver wedding anniversary.

The new pilots passed their tests with ease, ascending one after the other in a "Moth" light biplane and executing the necessary evolutions. Particularly good was the rector's achievement in landing exactly "on the spot" after shutting off the engine at the required height of 2,000 feet.

Mr. and Mrs. Pyddoke have been in training at Tollerton aerodrome, near Nottingham, off and on for the last eighteen months. Mrs. Pyddoke first flew nearly two years ago, and the persuaded her husband to take up flying. Now Mr. Pyddoke is considering the purchase of an aeroplane for his own and his wife's use.

Homely seats such as these emphasise as certainly as the most spectacular flights that aviation to-day is a simple occupation. Age, granted a fair but not unusual degree of physical fitness, is no barrier. Experience in the Royal Air Force proves that men can fly with sureness and safety right up to the limit of age permitted in the service, while several members of the British flying clubs started to learn air piloting when they were nearing or had passed seventy.

RETURN OF THE TROOP-
CARRIERS.

Exactly to time the formation of three Vickers "Victoria" troop-carriers, chosen to make this year the annual Royal Air Force cruise from Cairo to Cape Town and back, alighted last Wednesday afternoon at Heliopolis aerodrome. They returned to their base after an absence (Continued at foot of next column.)

AIRWAYS AND AVIATION.

GLIDING CLUBS IN
ENGLAND.

FAMOUS V.C.'S ENTHUSIASM.

Two items of particular interest with regard to flight development appeared recently in the London Press. The first was in connection with "gliding," which has now become a popular sport among many men and women of ordinary means. Though it is only nine months since serious efforts to start gliding clubs were begun, there are now over one hundred in existence in Great Britain, with several thousand members, most of whom are intensely enthusiastic. The famous "air-acc." Colonel Bishop, V.C., wrote after his first gliding experience, "Now I am really beginning to fly!" The sport is not expensive. A training-glider costs about forty-five pounds and running expenses are nil, and the average subscription for a gliding club is a guinea a year. Arrangements are now in hand for holding a great international gliding meeting in England this summer.

Autogiros.

The second item was the publication by the Daily Mail of plans for linking up railway and air travel by means of autogiros—a helicopter type of aeroplane with horizontal rotating vanes which can take off and land in a small space such as a garden. The plans now in being foreshadow the building of elaborate roof-top landing-stages at big railway stations in London and in many parts of the provinces; the use of 2, 4, and 6-seater autogiro "taxis," to carry passengers direct from the stations to any part of the country or the Continent; and the provision of concealed hangars, from which the autogiros will be raised by patent lifts into position for taking-off from the station roofs; and comfortable roof-top waiting-rooms and refreshment bars for travellers.

of two months, having flown twice along the entire length of Africa from north to south, a distance of 11,240 miles.

This is the first year "heavy aircraft" have made the journey, which has thus provided much valuable information about the operation over the route of large aeroplanes similar in size and performance to the air-lines which should be carrying mails and passengers regularly between Cairo and the Cape before the end of the summer. Further, much was learned which should throw light on the military use of the heavy transport service aeroplane, a type that is expected to play an important part in the strategy of Empire air defence.

Occasionally the flight was delayed by bad weather, flying conditions at one or two of the aerodromes and, twice, by damage done in landing at Broken Hill—but the aeroplanes never failed to make up the lost time with ease and there was never any danger that the pre-arranged schedule would be affected. At Broken Hill on the outward journey one plane damaged a lower wing in landing; again on the return one machine struck an obstruction on the landing ground there and sustained damage to the lower wing. The formation visited this aerodrome at the very worst possible time of year, the first landing being made in a heavy storm. At two aerodromes the machines got bogged and were dug out.

The Vickers "Victoria" troop-carrier is a big biplane equipped with two 420-h.p. Napier "Lion" engines. It is able to remain aloft long enough to cover stages of nearly 800 miles without re-fuelling and, with full load on board, weighs eight tons.

AUTOMATIC PLANE
FLYING.DESCRIBED IN RADIO
INTERVIEW.

A radio interview with the pilot of an airplane being navigated automatically, took place in America, at Schenectady, with Lieutenant Albert F. Hegenberger piloting an army airplane. After taking off from the airport it was merely necessary for Lieutenant Hegenberger to set his instruments to their proper course and the plane was then steered entirely automatically.

The equipment which made the automatic flight possible was developed by the General Electric Company for the U.S. War Department. The interview was broadcast. Two newspapermen were in the cabin with Hegenberger and, after the course of the plane had been set, the interview took place. The questions and answers were audible to a large radio audience.

A magneto compass was responsible for the success of the automatic steering demonstration. Heretofore, the pilot has had to steer his ship himself, relying on his visual observations of conditions about him, or on indications from his instruments. Now, by allowing the instruments themselves to fly the plane, the pilot may forget his directional controls after the ship is set on its course.

A further development is the control of the steering equipment by means of radio beams. Such beams are already in use on airways throughout the country. In combination with gyroscopic devices such as that developed by the Sperry Gyroscope Company, the course of flight and the attitude of the plane around all three axes may be controlled without the pilot's assistance.

Lieutenant Hegenberger, with Captain Joseph L. Stromme of the Air Corps Procurement Division at Buffalo, arrived at Schenectady on the day of the test. On his way he had used the new steering device during part of his flight, with as much success as at the public demonstration.

Night Flying.

The demonstration took place at night. Five persons were aboard the plane, including Lieutenant Hegenberger, Captain Stromme, two reporters and the radio operator, W. G. Eaton of Wright Field. After taking off, and at an altitude of about a mile, the plane was turned east and the automatic control set. Radio contact was made with the ground station and a three-cornered conversation then took place, with the occupants of the plane talking among themselves and with General Electric engineers on the ground. Later the plane was turned back toward Schenectady again merely by resetting the compass device. At all times the two pilots, Lieutenant Hegenberger and Captain Stromme, were able to give their attention to their passengers and to their broadcast interview.

Another new device with which the airplane was equipped is the sonic altimeter, also a General Electric product. This equipment, using a repeated whistle and its echo from the ground, is designed to indicate the distance between the plane and the ground at all times, and especially in landing in bad weather. The interval between the emitted note and its echo indicates the height of the plane, and this can either be received audibly or indicated on a meter.

The airplane used in the test is a tri-motored, Fokker transport, powered with Wright "Whirlwind" engines. It is also equipped with electric tachometers for indicating engine revolutions per minute, electric instruments for registering engine temperature, and electric oil temperature and pressure indicators developed by General Electric.

CENTRAL THEATRE

To-day to Saturday

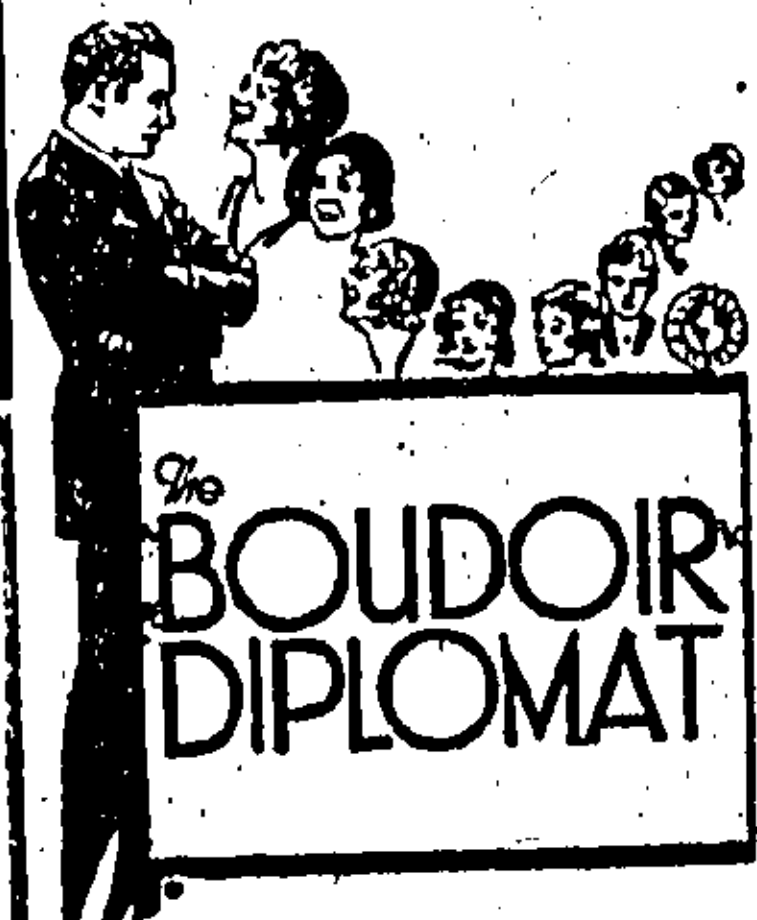
At 2.30, 5.10, 7.15 & 9.20 p.m.

Every girl in love

Every love lorn youth

Every man and woman

will want to see this startling revelation of the love intrigues of the beautiful ladies of the most romantic court of Europe.



with
Betty Compson
Ian Keith
Mary Duncan
Jeanette Loff
Lionel Belmore
Lawrence Grant

The Spicy Affairs
of
A Master Lover.

It's a 1931 Paramount
Attraction.

Booking at Anderson's and
the Theatre (Tel. 25720).

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON
355 METRES.

11 to 11.20 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Weather report, local time.
1.30 p.m.—Rugby Press news, etc.
2 p.m.—Close down.
3 to 7 p.m.—Chinese programme.
6 to 6.30 p.m.—Chinese children's programme.
7 to 10.30 p.m.—European programme of Columbia records supplied by Messrs. Anderson Music Co.
7 to 7.30 p.m.—

Light Opera.

"Tom Jones"—Selections (German).—Reg. Band of H.M. Grenadier Guards.—2927.
"Merrie England"—Vocal gems (Hood and German).—Miriam Licette, Clara Sereno, Francis Russell, Denis Noble, Robert Carr and Chorus.—2933.
"A Country Girl"—Vocal gems (Rubens, Ross and Monkton).—Columbia Light Opera Co.—DX73.

7.30 to 8.35 p.m.—

From the Studio.

Recital by Mr. and Mrs. A. M. Bowes-Smith:
Pianist and Accompanist, Mr. A. M. Bowes-Smith; Soprano, Mrs. Bowes-Smith.
Pianoforte Solo—"Sonata in C Major Op. 53" (First Movement) (Beethoven).
Song—"Sing, Break Into Song" (Mallinson).
Song—"The Lament of Isis" (Granville Bantock).
Song—"To a Thrush at Evening" (Montague Phillips).
Song—"A Song of the Open" (La Forge).
Pianoforte Solo—"Prelude" (Debussy).
Pianoforte Solo—"Romance" (Sgambati).
Pianoforte Solo—"Jig" (York Bowen).
Song—(a) "Prelude" (b) "Dove in the Forest" (Spring), (c) "Love, I Have Won You" (Summer) from "A Cycle of Life" (Landon Ronald).
Song—"At the Well" (Hangerman).
Pianoforte Solo—"Study in A Flat" (Chopin).
Pianoforte Solo—"Necturine in D Flat" (Chopin).
Pianoforte Solo—"Scherzo in B Flat Minor" (Chopin).
At 8 p.m. this concert will be interrupted for the time signal and weather report, etc.

8.35 to 9.10 p.m.—
Octettes and Organ Solos.
Octet—"Grossamer Wings" (Gerard).—J. H. Squire. Celeste Octette.—3554.
Octet—"Land of Dreams" (Gerard).—J. H. Squire. Celeste Octette.—3551.
Organ Solo—"Rhapsody in Blue" (Gershwin).—Quentin M. Maclean.—DX110.
Octet—"Putting the Clock Back" (arr. Squire).—J. H. Squire. Celeste Octette.—DX68.
Organ Solo—"Medley of Song Hits of 1930."—Quentin M. Maclean.—DX43.

9.10 to 9.34 p.m.—
Concert Items.
Song—"The Powder Monkey" (Watson).—Norman Allin (Bass).—DX100.
Song—"The Midshipmite" (Wentley and Adams).—Norman Allin (Bass).—DX105.
Violin Solo—"Tjueca" (Brazilian Dance).—Joseph Szigeti.—D1633.
Violin Solo—"Bourree in B Minor" (Bach).—Joseph Szigeti.—D1633.
Chorus—"Herman Lohr"—Vocal gems.—Columbia Light Opera Co.—DX52.
Cello Solo—"Menuett" (Haydn).—Gasper Cassado.—D1613.
Cello Solo—"Chanson Villagoise" (Pepper).—Gasper Cassado.—D1613.
Song—"Peche" (De Flavilla Pennino).—Enzo De Muro Lomanto.—D1618.
Song—"Don Pasquale" (Donizetti).—Enzo De Muro Lomanto.—D1618.
Violin Solo—"The Phantom Melody" (Ketchey).—Albert Sandler.—2933.

9.34 to 10.30 p.m.—

Overtures.

"The Bronze Horse" (Auber).—The Bournemouth Municipal Orch.—DX69.
"Fidelio" (Beethoven).—Musique De La Garde Republicaine.—2909.
"Crown Diamonds" (Auber).—The Bournemouth Municipal Orch.—DX77.
"Raymond" (Thomas).—Percy Pitt and the Symphony Orch.—DX104.
10.30 p.m.—Close down.

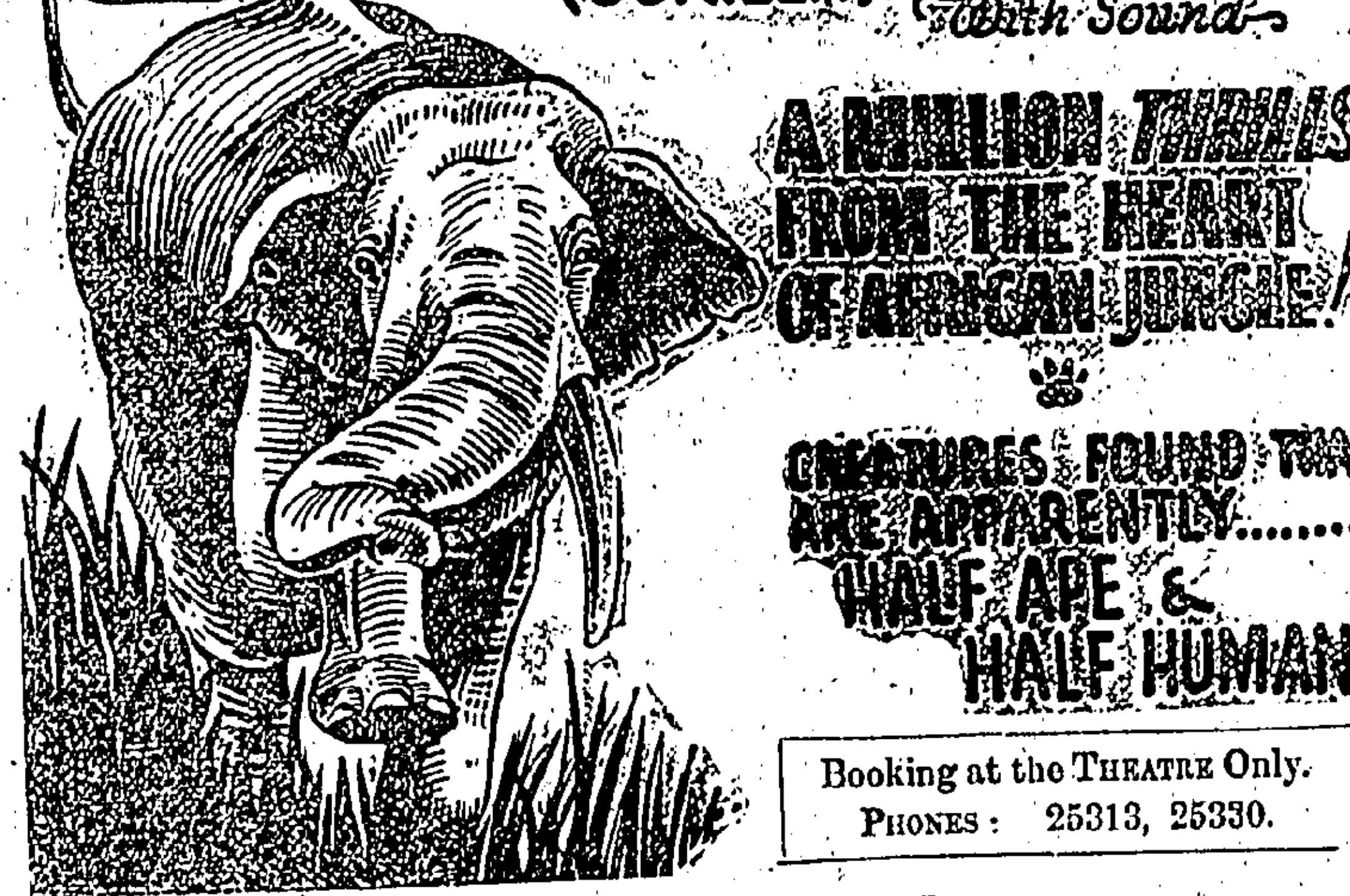
KING'S THEATRE

HONGKONG'S FINEST CINEMA

FINAL SHOWING TO-DAY

INGAGI

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NEXT CHANGE
COMMENCING TO-MORROW

JACKIE COOGAN
MITZI GREEN
IN MARK TWAIN'S IMMORTAL CLASSIC
TOM SAWYER

SEVEN YEARS FOR KILLING HIS WIFE.

JUDGE AND ITALIAN'S VIEW OF MARRIAGE.

An Italian clerk, Pier Maria Martinucci, aged 26, who was charged at the Old Bailey with the murder of his English wife, Ivy Winifred, by stabbing her at their flat in Colville-square, Baywater, on Feb. 6, was found guilty of manslaughter, and was sentenced to seven years' penal servitude.

The prosecution alleged that Martinucci killed his wife through jealousy of a friend, and that after the tragedy he said, "I am glad I did it. It is an old custom of the land."

The defence was manslaughter owing to the provocation Martinucci had received, or, alternatively, that his mind was so upset that he was not responsible at the time.

Relatives in Asylums.

Evidence was given that an asylum superintendent in Italy who had known Martinucci considered him to be abnormal. Martinucci had a great aunt, and two cousins in asylums at the present time.

The Rev. J. B. C. Horden, curate of All Saints' Church, Nottingham, who married the couple in March of last year, said that in February of this year Martinucci spoke to him about the question of divorce. He said that while he had been away his wife had committed misconduct, and that she was not worthy to bear his name. He was in a very nervous state.

Mr. Justice Humphreys: He thought that you, having married them, would be the proper person to marry them. Yes.

Mr. Horden said that he advised Martinucci that forgiveness was a more Christian attitude, and reminded him of the vows he took when he married. Martinucci seemed inclined to forgiveness.

Mr. Justice Humphreys, summing up, said that he should direct the jury, as a matter of law, that there was no evidence on which they could find Martinucci guilty but insane. They could not have a verdict of temporary insanity.

"You saw the accused in the witness-box," he said. "Have you ever come across anybody more obviously sane? It would be a privilege of justice to say that this man was not responsible in law for what he was doing."

Dealing with the question of manslaughter, Mr. Justice Humphreys said: "The punishment for adultery is not death, but the divorce court, although, maybe, that is becoming less and less a punishment."

"This prisoner has rather a beautiful nature in some ways because he takes a very high view of the sanctity of the marriage oath. He told you he thought a married woman was false to her marriage vow if she did no more than kiss another man, because he said, the mind had committed adultery. She was no longer his if her heart was elsewhere. That is a view of the marriage vow which I should not be disposed to criticize."

Referring to the wife's remark which had first made her husband suspicious, the judge said: "If he had appreciated what she meant and had killed her then and there he would have been doing a very wrong and criminal act, but I do not believe that you or any other jury would have said it was murder. I believe you would have thought that the provocation was as great as any blow could have been; but he did not."

The judge read a passage from Martinucci's letter, which stated: "I killed a frivolous little doll, pretty and powdered like a butterfly." There was no doubt, he commented, that the accused had killed his wife, and the only question for the jury was whether it was murder or manslaughter.

After an absence of about an hour and a quarter the jury found Martinucci not guilty of murder, but guilty of manslaughter.

Mr. Justice Humphreys, passing sentence, said that the jury had taken a merciful view, but he was glad to be able to say that he thought they had taken the right one. "I think you had terrible provocation," he said, "such provocation as the jury rightly regarded as sufficient to reduce your crime from murder to manslaughter. But your crime remains a terribly serious one, and society must be protected from persons who take the law into their own hands."

THE "TYING-UP" GAME.

ECHO OF UNDERGRADUATE TRAGEDY.

DOCTOR'S WARNING.

A strange echo of the tragedy of the bound and gagged Cambridge undergraduate comes in a warning to schoolmasters against "the tying-up game."

Dr. William Brown, the eminent psychologist, who is Wilde Reader in Mental Philosophy at Oxford University, tells in the "British Medical Journal" of the case of a man of 41 who, for 30 years, has suffered from a form of perversion under which he either tied himself up or induced someone else to tie him up.

"He has jealously guarded his secret," Dr. Brown says, "never letting his accomplice (when he had one) know the real motive for the tying up, but pretending that it was a game. Gradually it became more and more compulsive, and the object in view was to tie himself up so tightly as to be practically helpless."

Handcuffed.
"This patient writes: 'Though I always took care to leave some kind of a loophole to escape by, I made it as difficult as I dared (for example, a knife placed in a difficult place to reach). I was only discovered once, and that when I was about 14, at a public school. I had a narrow escape at a camp during the war, when I succeeded in handcuffing myself with a chain, and nearly could not escape.'

"The tying-up game was practised by his dormitory at his private school, when he was about 11. But deep mental analysis revealed beginnings of the abnormality in very early years.

"Had this patient received treatment in his youth he would have been saved years of most severe mental torture. The compulsive nature of the tendency makes it dangerous, as well as painful, to the sufferer.

"It is clear that schoolmasters in boarding schools should be acquainted with the possibility of such a perversion, as this, and should know how to deal with the law into their own hands."

THE SILVER SCREEN.

QUEEN'S THEATRE.

"WHOOPEE."

Samuel Goldwyn, famous producer of "Stella Dallas," "The Dark Angel," "Bulldog Drummond" and a score of other outstanding motion pictures, is enthusiastic about the technical effects in "Whoopie," the Florenz Ziegfeld-Samuel Goldwyn film now current at the Queen's Theatre.

Mr. Goldwyn, upon completion of "Whoopie," sent the following congratulatory telegram to Dr. Herbert T. Kalmus, President of the "Technicolor" Corporation, whose process was used in photographing the picture:

"Technicolor has brought out in 'Whoopie' all the life and colour of the gorgeous costumes and beautiful girls, combined with the grandeur of the scenic West. The naturalness of Eddie Cantor in the greatest comedy characterization of his career, is tremendously enhanced by the Technicolor. I congratulate you."

"BILLY THE KID."

The largest western town ever built for a motion picture was constructed for King Vidor's "Billy the Kid." M-G-M's stirring tale of real wild west history, which will open on Sunday at the Queen's Theatre.

This extensive construction was necessary to duplicate the town of Lincoln, New Mexico, seat of the famous "Lincoln County War," in which Billy the Kid was such an active participant. Lincoln, to-day, is quite different from the way it was in the late 'seventies. Therefore, the town was built complete, exactly as it was during the period when "The Kid" was rated "the most dangerous man in the West." The construction was based on existing sketches and photographs of the New Mexican centre of storm and strife. Particular attention was paid to the building of the adobe McSwain home, where Billy and his cohorts were besieged for three days.

Vidor has assembled a cast of exceptional strength for the production. John Mack Brown won the assignment to play Billy, one of the finest masculine roles in many months. Wallace Beery, fresh from his triumphs in "The Big House" and "Way for a Sailor," is seen in another memorable characterization as Sheriff Pat Garrett. The leading feminine role is played by Kay Johnson and comedy is assured by the presence of Karl Dane.

CENTRAL THEATRE.

"THE BOUDOIR DIPLOMAT."

Lawrence Grant, who plays an important role in "The Boudoir Diplomat," Universal's comedy of sophistication, which comes to the Central Theatre to-day, was born in England, and first appeared on the stage in London in 1898. Subsequently, succeeding the late Kyrle Bellew, he was leading man for Mrs. Brown-Potter and other English stars, and was later starred in "Joseph Antagonist," "Miss Hobbs," and other plays.

Coming to America as leading man with Olga Nethersole, Grant appeared for several years on the American stage, and made his screen debut in 1918. He has been seen in important roles in such pictures as "Bulldog Drummond," "Serenade," "The Grand Duchess and the Waiter," and "Red Hair."

Throughout his screen career Grant has occasionally returned to the stage, and has recently been seen in "The Captive," "So This is London," and "The Queen Was in the Parlor."

Lionel Belmore, who plays the role of Krakowitz, the War Minister, in "The Boudoir Diplomat," the sparkling Universal comedy, was born in England and began his public career at the age of 15, having now appeared for more than 50 years on stage and screen.

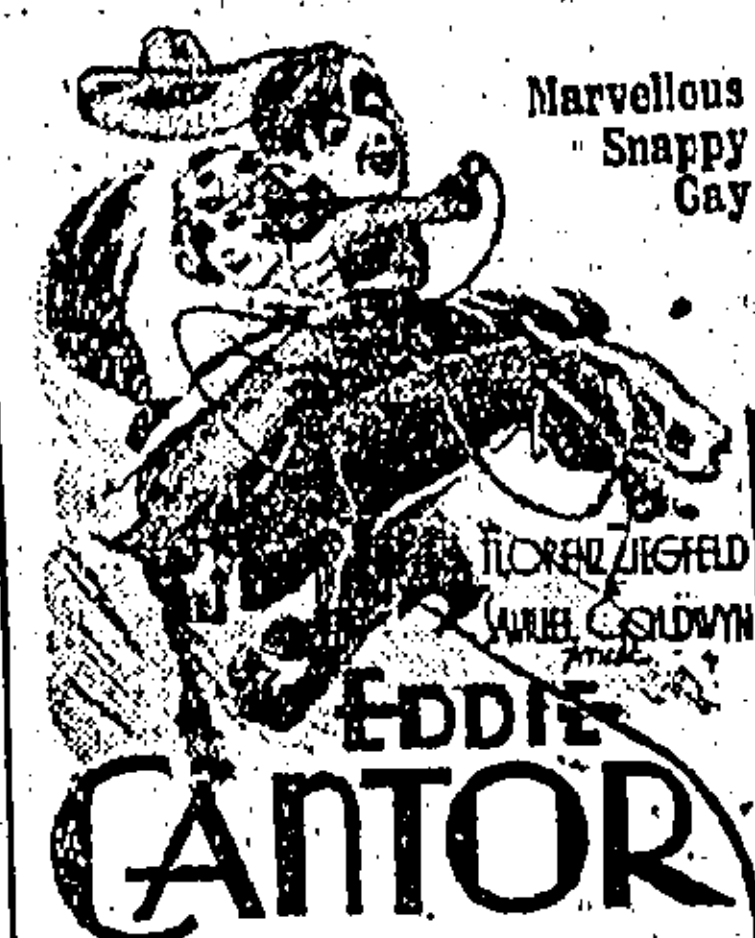
Making his first American invasion in the repertoire company of "Wilson Barrett," Belmore returned to England to appear with Henry Irving in a number of Shakespearean plays. Then followed ten years on the stage in the Eastern United States, after which he went to Los Angeles, supposedly only for a short visit.

Motion pictures soon claimed him, however, and for the past 12 years he has devoted his efforts exclusively to the screen. His recent pictures include "Captain of the Guard," "The Rogue Song," "The Green Goddess," "From Headquarters," and "The Love Parade."

MOVELAND FEATURES FOR THE WEEK

QUEEN'S

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20.



Added Attraction
"AN IRISH FANTASY"
UNITED ARTISTS' SPECIALLETTE.

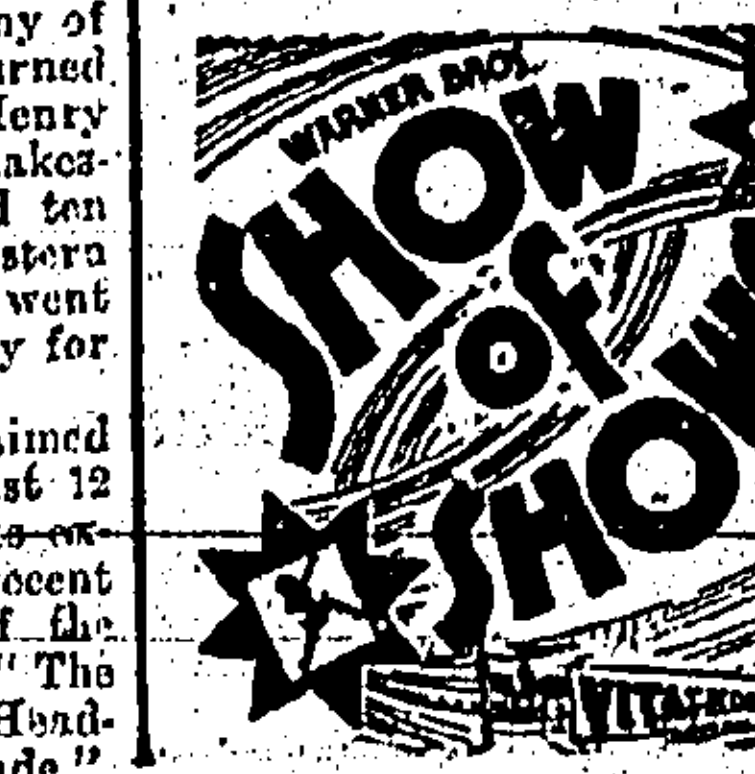
NEXT CHANGE



BILLY the KID



COMING SHORTLY





BOOKS and READERS

HISTORY, SCIENCE, AND THRILLERS.

THE SUBMARINE.

THE GERMAN SUBMARINE WAR, 1914-1918. By R. H. Gibson and Maurice Prendergast. London: Constable and Co. Pp. xx. 20s. net.

The first page of this important history is given up to a remark of Earl St. Vincent made in 1804, when an inventor offered a submarine to the Admiralty—"Don't touch it. If we take it up, other nations will; and it will be the greatest blow to our sea supremacy that can be imagined." The present volume shows how, over a century later, the submarine looked like dominating naval strategy when the Grand Fleet, finding Scapa Flow unsafe, was for a time compelled to seek a harbourage farther west. Earl Jellicoe, indeed, in his interesting foreword mentions that a year of war elapsed before a sufficient screen of destroyers shielded the Battle Fleet, and another year before the cruisers had like protection. The book surveys fully the disputes in German official quarters over the policy of adopting "unrestricted" submarine warfare, and sets forth the grim story of destruction of merchantmen, culminating in the terrible April of 1917 with its toll of lives and 500,000 tons of shipping. "What we are witnessing," said the American Ambassador, "is the defeat of Britain." The German Admiralty had staked all on the hope that six similar months would end the war. But the April figures were the climax, and the invaluable work of the Anti-submarine Department of the Admiralty at last bore fruit in a long and steady monthly decrease in casualties. Among the numerous means of defeating the submarine the authors rank highest the convoy system and the depth charge; the hydrophone, besides, was robbing the submarine of secrecy of movement. Altogether they trace the loss of 178 German submarines; that 178 were surrendered intact was due, they remark, to the Allies' threat to occupy Heligoland if the proposal to scuttle the vessels were carried out. The authors cel-

lect a great variety of information about vessels and commanders, and the index—fifty pages of carefully arranged headings—in itself is evidence of their wide scope of research.

DIFFICULTIES OF EVOLUTION.

DIFFICULTIES OF THE EVOLUTION. THEORY. By Douglas Dewar. London: Edward Arnold. Pp. viii. 492. 12s. 6d. net.

At the meeting of the British Association at Oxford in 1894 Huxley declared that evolution must no longer be considered to be a theory but a fact. This statement seemed to meet with the unanimous approval of the very large assembly of men of science in the Sheldonian Theatre. But Mr. Dewar is an author whose scientific work demands our interest and respect, who still believes that evolution is not only a theory but a bad theory. Every naturalist must know that there are many difficulties in explaining the facts of living things as we see them now, and of living things of the past as revealed by the evidence of the rocks. We cannot trace with accuracy the family tree of any group of animals or plants, nor can we explain the origin in evolution of many organs that are of essential importance to those that possess them. It is well, therefore, that we should have these difficulties put before us by one who has a thorough disbelief in the theory of evolution. This Mr. Dewar does with a wide knowledge of his subject, with good judgment, and evidently with some restraint. In his chapter on vestigial structures he admits that evolution may explain the degeneration of structures that have become useless, and it is difficult to understand his conclusion that this is not inconsistent with the view that every main organic type has been specially created. It is a pity that he has not furnished us with a chapter on the doctrine of creation, or, as he calls it (p. 35), "abrupt origin." As it is we are left with no alternative hypothesis to the doctrine of evolution.

A SINGAPORE SETTING.

THE MURDER AT LINPARA. By Holloway Horn. Collins. 7s. 6d. net.

Mr. Holloway Horn tells his tale in a properly direct fashion. "It concerns the adventure of a young English doctor, Tim Wharton, settled in Beldae, near Singapore, of which the local colour is laid on with a prudent hand. The Eurasian wife of a Greek rubber magnate attempts to force him into an intrigue, and failing seeks to involve him in the murder of her husband, who in turn had unseated the virtue of a drunken planter's wife. In due course, the mystery surrounding the tragic affair is solved; the story's merit is its reasonableness, in incident and characterisation, which inclines the reader to believe in it.

ISLAND IDYLL.

MIGNONETTE. By R. K. Weekes. Long. 7s. 6d. net.

This story is laid in the unusual setting of the Balearic Isles. To this paradise go Kit, the retail fishmonger's daughter, and Cicely, the rich and newly-married aristocrat, for Cicely to escape from her sadistic husband, who has a touch of the tarbrush to add to his other unpleasant qualities. In the Island, Cicely finds her cousin, who has been mixed up in an unsavoury scandal many years before, and has since made his home in the Island. It were unfair to tell the dramatic events that grow out of this holiday, since Miss Weekes has woven therefrom a very readable novel for those who like romance and plenty of quick-moving incident. Her characters are engaging and unaffectedly drawn, and, though the denouement is perhaps a little protracted, the reader will not regret, since it prolongs the suspense quite pleasantly.

THREE CRIMES IN FICTION.

"MALICE AFORETHOUGHT." By Francis Hes. Mundanus. 3s.

"TILL NO TALKS." By George Linnellius. Bles. 7s. 6d.

"FOUND DROWNED." By Eden Philpotts. Hutchinson. 7s. 6d.

The title of "Malice Aforethought" is in every way justified. With malicious forethought Mr. Hes has collected one of the most disagreeable groups of characters in criminal fiction; with malice (Continued at foot of next column.)

LORD HAILSHAM'S WARNING.

POUND MIGHT FOLLOW THE MARK.

"WE HAVE GOT TO RETRENCH."

Speaking at Exeter last month, Viscount Hailsham painted what he described as a gloomy picture of the future unless the appropriate steps were taken without delay.

At the moment, he said, the country was passing through dangers as great as any faced during the worst days of the war. Unless measures were speedily taken to meet the perils which confronted us, there was a real prospect of our going so far down that we could not retrieve our position.

Last year the balance of trade had dropped to under £40,000,000, and in January and February of this year our exports were £20,000,000 less than in the corresponding months of last year.

They would realise then how soon that credit balance might turn into a debit balance.

In other words, there might be created in this country the same position we saw soon after the war in Germany—what was called the "Flight from the Mark"—when our currency would become valueless and all the resources of the money market be unable to stem the flood of capital fleeing to destruction.

"That is a pretty gloomy picture," said Lord Hailsham, "but it is no good ignoring facts, and these are facts."

Referring to the Agricultural (Land Utilisation) Bill, Lord Hailsham said, "That bill is now in the House of Lords, and I would not like to tell you what it will be when it comes out, but it will not be the same as when it came in." (Laughter.) It provided for absolutely unlimited expenditure.

"We have got to retrench," we have got to cut down, and though it is unpopular it is the only patriotic thing to be done."

The Socialist Ministers, knowing the facts as they must, have not the courage to tell people the truth. They looked helplessly on while they watched the ship of State going faster and faster towards the catenets.

and forethought the sensual and unpleasant Dr. Birkleigh determined to and does and does, murder his tyrannical and unpleasant wife. "A commonplace crime," but no doubt Hell is commonplace.

A Dangerous Story.

It is one of the few murder stories which might be called dangerous, for it is one of the few in which the desires and dislikes of such commonplace people as ourselves are the causes and motives of crime and of evil. The horror, that is to say, is in our own souls; Mr. Hes provides us with the thrill with which we recognise horror in action. It is true that the murderer, being a doctor, has advantages denied to most of us; but Mr. Hes (the jacket tells us) has planned a series. I await with terrified ardour the volume in which he describes a publisher's clerk or a poet committing murder.

A Bullet After Breakfast.

The people in "Till No Talks" are "county." Perhaps it is this which sets them a little further off than Mr. Hes's group; one sees rather than touches the unpleasant wriggling mass. But one of them, all just risen from breakfast on the morning of the meet, puts a bullet into the young officer cantering over to join them. They move through the rooms and the grounds, sensuous, well-to-do, repulsive to most of us; but Mr. Hes (the jacket tells us) has planned a series. I await with terrified ardour the volume in which he describes a publisher's clerk or a poet committing murder.

Mr. Philpotts' Unorthodox Murderer.

Mr. Eden Philpotts needs no praise—it is real respect which prevents the reader here from adding "fortunately." For he breaks one of the oldest rules—he makes the murderer confess.

On the other hand, he has set his medical sleuth the hardest possible task—to discover the identity of an unknown body, dressed in the clothes of a living man, and declared, as that living man, to have been "found drowned." Mr. Philpotts, with his own pleasant literary accent, simply compels Providence to hand out a coincidence or two; and his police inspector sets private faith above public policy. "Bluck," I call it! Mr. Charles Williams in *The News Chronicle*.

PIRATE LEADERS EXECUTED.

END OF NOTORIOUS CRIMINALS.

Hsu Tien Hsiung, alias Tai Pao Ah Shu, the notorious Taiwan pirate leader who was arrested in an alleyway off Dalny and Ward Roads on April 5 and later handed over to the Kiangsu Provincial Water Police by the Shanghai Special District Court, was decapitated last week, together with Tsu Loo Ah Mei, or "Young Pig Sister," his second-in-command, and Hsu Foo Sung, his younger brother, at Changyen, Chingshan. Death sentences were passed by the Chingshan District Magistrate and confirmed by the Kiangsu Provincial Government.

An executioner was especially engaged in Shanghai by the Chingshan authorities prior to the execution of the notorious pirate leaders and, in order to ensure that nothing untoward happened at the execution, every precaution was taken and two steamers fully loaded with members of the Kiangsu Water Police were despatched from Minghong to Changyen to maintain order. Mr. Hsu Pu Cheng, Commissioner of the Kiangsu Water Police, was present at the execution.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By

PUBLIC AUCTION

ON

WEDNESDAY, APRIL 29,

COMMENCING AT 10.30 A.M.

At No. 5A, LUNA BUILDINGS,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

ON VIEW FROM TUESDAY, the 28TH APRIL, 1931

TERMS:—CASH ON DELIVERY.

LAMMERT BROS., AUCTIONEERS.

HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By

PUBLIC AUCTION

ON

MONDAY, APRIL 27,

COMMENCING AT 10.30 A.M.

At No. 4, HUMPHREY'S BUILDING, KOWLOON,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

ON VIEW FROM SUNDAY, the 26TH APRIL, 1931.

TERMS:—CASH ON DELIVERY.

LAMMERT BROS., AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By

PUBLIC AUCTION

ON

TUESDAY, APRIL 28,

COMMENCING AT 10.30 A.M.

At No. 39, HUMPHREY'S BUILDING, KOWLOON,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

ON VIEW FROM MONDAY, the 27TH APRIL, 1931.

TERMS:—CASH ON DELIVERY.

LAMMERT BROS., AUCTIONEERS.

LOCAL MAPS

Peak District, Kowloon, Victoria, New Territories.

HONGKONG DAILY PRESS.

LAMMERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By

PUBLIC AUCTION

ON

WEDNESDAY, APRIL 22,

COMMENCING AT 10.30 A.M.

At GODOWN No. 18, THE HONG KONG & KOWLOON WHARF & GODOWN CO., LTD., KOWLOON,

A QUANTITY OF MISCELLANEOUS GOODS

Comprising:—

Cement, Window Glass, Powder, Instruments, Porcelain, Round Iron, Flat Iron, Angle Iron, Bar Ends, Oil Lift Ropes, Provisions, Drugs, Wire Nets, Nails, Plate Cutlery, Pipes, Paper, Siammoo, Tube, Auto Parts, Cheese, Cans, Old Books, Batteries, etc., etc.

TERMS:—CASH ON DELIVERY.

LAMMERT BROS., AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions from

Mr. JOHN S. SMITH, the Proprietor of the STATION HOTEL,

To Sell By

PUBLIC AUCTION

ON

THURSDAY, FRIDAY AND SATURDAY,

THE 23RD, 24TH AND 25TH APRIL, 1931,

COMMENCING EACH DAY AT 10.30 A.M.

AT

STATION HOTEL,

No. 65 AND 67, NATHAN ROAD, KOWLOON

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

Comprising:—

Teak Hatstand, Chesterfield Couch and Chairs, Large Armchairs, Bookcases, Side Boards, Folding Screens, Long Mirrors, Pictures, Clocks, Brass Fenders, Brass Ware, Ornaments, Carpets, Rugs, Curtains, Flower Stands, etc., etc.

Teak Dining Tables, Round and Square Tables, Dining Chairs, Teak Sideboards, Dinner Wagons, Ice Chests, Filters, Dinner Crockery, Glass Ware, E. P. Cutlery, Table and Ceiling Fans, etc., etc.

Teak and Iron Bedsteads, Teak Double and Single Wardrobes with Bevelled Mirror Doors, Mantle Pieces, Dressing Tables, Marble Top Washstands, Chest of Drawers, Desks, Rattan Ware, Linen and Blankets, etc., etc.

Electric Lights and Fittings, Porcelain Wash Basins, Shanghai Baths, Cooking Stove, Gas Stove, Water Tanks, Plants and Forns in Pots, etc., etc., etc.

Also

CHUBBS SAFE PIANO by MOUTRIE

and

A QUANTITY OF BLACKWOOD WARE.

TERMS:—CASH ON DELIVERY.

ON VIEW FROM TUESDAY, the 21st APRIL, 1931.

LAMMERT BROS., AUCTIONEERS.

SHELL TOX

WILL RID YOUR HOME

OF

ALL INSECTS!



On Sale at All Leading Stores and Dispensaries.

Wholesale Distributors:

The Asiatic Petroleum Co. (S.C.), Ltd.

(INCORPORATED IN ENGLAND).

Over 50,000 Copies have been Sold of

PARENTHOOD

A MANUAL OF BIRTH CONTROL

MICHAEL FIELDING

With a Preface by

H. G. WELLS

Revised and greatly extended edition with Diagrams, full information as to clinics, etc.

"It is written simply, definitely, precisely; and is commendably free from sickly sentimentalism and maudlin romanticism. It is far and away the best handbook on its subject in existence."

Week-end Review.

"One of the most impartial and balanced discussions of the practical and technical aspects of birth-control that has yet appeared."—*The Lancet*.

Cloth 4 dollars.

Paper 2s. 50—Post free.

NOEL DOUGLAS

38, GREAT ORMOND STREET, LONDON, W.C.

A RAINCOAT WHICH SETS A NEW STANDARD IN LIGHT WEIGHT COATS



Made of a highly mercerised Cotton Poplin which has been thoroughly proofed by a special process, and being lined with the same material affords double protection.

Well tailored and cut on generous lines giving perfect comfort in wear. Has button to neck collar and through vertical pockets.

\$89.50 Less 10% cash discount

Rubber Waterproofs
from \$28.50.

Mackintosh's

COLD STORAGE



Security
at 20 Cents Per
Cubic Foot
Per Month.

FURS ARE A LUXURY
CARE FOR THEM
OVER THE SUMMER

For Further

Particulars

Apply



The Dairy Farm, Ice & Cold Storage Co., Ltd.

WHITEAWAYS MEN'S WATERPROOFS NEW LIGHT WEIGHT COATS.



RELIABLE
AND
DURABLE

Fawn Paramatta Cloth Rubber lined. Very light weight. With or without belts. All sizes.

\$18.75 to \$29.50.

THE "AQUAPROOF"

Made from medium weight Vulcanized Cloth in Black or Brown. Will stand the heaviest rain.

PRICE: \$25.00.

MEN'S OUTFITTING DEPARTMENT.
WHITEAWAY, LAIDLAW & CO., LTD.

BRITISH NEWSPAPERS: THEIR DEVELOPMENT AND FUNCTIONS.

ADDRESS BY MR. R. T. BARRETT TO HONG KONG ROTARY CLUB.

WHAT THE LOCAL PRESS DOES FOR HONG KONG.

At yesterday's meeting of the Rotary Club, Rotarian R. T. Barrett, Managing Director of *The Hong Kong Daily Press*, Ltd., was the speaker, his subject being "Journalism." A brief review was given of the development of the British newspapers, as part of the process called the Industrial Revolution. Mention was also made of the effect of the increased use of newspapers for advertising purposes, in improving the all-round quality of the Press.

A brief review was given of the functions of the local Press, emphasis being laid on the fact that only through the papers could the public know what the Government and its servants were doing. And again, the Press served the Government well by giving responsible news, and nailing down rumours.

In conclusion, Mr. Barrett expressed thanks for the support that Hong Kong had always given to the Press, and asked that this support should be continued as they could find that: "It is good business and good citizenship as well."

The President, Sir W. W. Hornell, was in the Chair and visitors included the three members of the Currency Commission, Messrs. W. H. Clegg, P. H. Ezechiel and Mr. G. L. M. Clauson.

Early Days of British Papers.

Mr. Barrett said:—The title of my address should be newspapers rather than journalism, and I might add, British newspapers, but the distinction is small and as the poet puts it, a rose by any other name would smell as sweet.

I shall to-day first say something about newspapers in general and then refer to our papers in Hong Kong.

Newspapers, like many other amenities of modern life, are the product of the great process called the Industrial Revolution, and like the Industrial Revolution their development was hastened, forced one might say, by the Napoleonic Wars. In ancient Rome news bulletins of battles and campaigns were posted on public buildings, but the true newspaper is a child of printing.

The days of the wars, and the political crises of the time of William IV. and of Anne, when Marlborough was the national hero, first saw regular publications in London of newspapers, many of them mere broadsheets of political abuse. Defoe, the author of Robinson Crusoe, was an editor and published his Review three times a week. There was the brilliant cycle of the Spectator, Tatler and later Dr. Johnson's Idler and Rambler, but they were not daily publications giving the events of the known world, and there was no method of distributing them quickly, beyond London.

Wars Create News-Hunger.

During the Napoleonic Wars, which effected the life of the ordinary people, and roused their interest, in a manner that no former wars had done, there grew an immense hunger for news. England wanted to know what Nelson and Cornwallis, Moore and Wellington were doing, and what the Government was up to, and what mischief Charles James Fox was brewing.

The *Morning Post* was founded in 1772, and the *Times* in 1785, but it was the wars of the French Revolution that enabled them to get a grip on the nation. About this time Macadam's roads were being made and coach services started, and the population was growing. More men were leaving to read, the papers were getting out into the Provinces, and a few provincial journals were being started. The special interest to us here of the early history of the British Press, is that we see around us the Chinese nation passing through its industrial Revolution, and the growth, with it, of a new Chinese Press. It enables one to understand many of the difficulties with which Chinese papers are faced.

Effect of Railways and Telegraphs.

It is not necessary for me to trace in detail how the newspapers sized on inventions and development. The railways opened new possibilities for distribution, the post office and the reducing of postal rates also made new subscribers accessible. From being London affairs only the leading newspapers now reached people all over England as potential readers. The invention of the electric telegraph started a new era in the quick supply of distant news. The telegraph made it possible to get quick and reliable intelligence of wars and revolutions in all parts of the world. Think of the advance the telegraph meant upon the old reliance upon letters and travellers' tales. The newspapers could arouse a real interest in world affairs, they no longer concentrated, like 18th century journals, upon London politics. Old Bailey and Tyburn proceedings, and very witty and spiteful gossip about the Royal Dukes, actresses, and other celebrities. There was loss and gain, but I think the gain predominated.

What Mr. Gladstone Said.

Most of us are old enough to remember newspapers of 30 and 40 years ago. They were pretty solid affairs—small headlines, small type and most of it rather stodgy reading. When Mr. Gladstone made one of his great Midlothian speeches a Scottish paper on the top of column one of page one put a small line: Mr. Gladstone at Edinburgh (I think it was Edinburgh) and then followed column after column, without any sort of break, of that Grand Old Man's mighty oration. Think to-day of the streamer headlines right across the top of the page, of the brief summaries in large type, across two columns, of the display of one or two striking phrases, of the "Fourteen points from Mr. Gladstone's Speech," or of the "Six Striking passages." Everything would be there—except a full report of what Mr. Gladstone said.

The Victorian newspaper was solid and masculine. It dealt with politics and business, in law courts, particularly great murder trials like the Meyrick and Penge cases, with cricket and the minor wars of the Empire. It was not a thing for women, and women did not bother their pretty heads about the papers.

Lord Northcliffe's Influence. Modern British journalism, as far as any immense movement can be traced to one man, must be traced, for praise and blame to the late Lord Northcliffe.

Lord Northcliffe realised that national education had created an immense source of potential newspaper readers. There were men and women, not very well educated, but with scraps of time scattered about the day which could be very profitably filled by reading a newspaper. And Northcliffe was particularly clever in his appeal to women readers. It was the *Daily Mail* that made English women readers of newspapers.

Lord Northcliffe also saw that a new type of journalist was needed, and here his genius was never more right. Anyone who can learn shorthand, can take down Mr. Gladstone, or a court case, and transcribe it; but the *Daily Mail* and other papers of the same kind, a column, or half column, summary making vivid a long and often dull day's proceedings.

Propaganda.

Newspapers have always been propagandist. Dr. Johnson as a good Tory in "reporting" House of Commons debates saw that the Whig dogs got the worst of it. Reporters, by the way, generally have to construct what an extemporaneous speaker intended to say—personally I have been accused of going further and writing what I think he ought to have said—but whatever my victims may have thought I have only had one complaint. However, to get back to propaganda, Northcliffe got the idea of making his readers dance to his tune—I don't know how far he merely introduced it from America, but he initiated the idea of making people eat standard bread, grow sweet peas, and indulge in other pursuits, including aviation.

That propaganda process was developed in the War. It was an intensive Press propaganda that, outed Mr. Asquith, it was turned on Lord Kitchener, and also on Jellicoe and Robertson. But the statesman who is generally said to have been behind it, has reason to regret that he started the process. We all know the lengths to which that Press propaganda has gone recently. It is an usurpation of power that does not belong to the Press and most injurious to the best interests of newspapers and newspaper-men. It is to be hoped that it will be stopped.

(Continued on next Column.)

HONG KONG STOCK MARKET.

CROUCHER & CO.'S DAILY REPORT.

The market closed strong. Ropes spurted to \$16.00 business done. Wharfs \$165.00 and Providents \$5.95 old, and \$2.95 for new.

Land was in favour with buyers offering \$87.25 and Humphreys at \$17.10.

Realtys were inquired for at \$11.35 without any shares offering. Ewes are on the easy side with sellers at \$14.70. Trams are difficult to obtain at \$18.15 and Dairy Farms are wanted at \$26.25.

Ferries are also in demand at \$24.00. Lights were very irregular. After opening at \$26.50 cash buyers, they declined to \$26.25 at which rate further shares may be obtained. The forward rate is \$29.50 buyers for June with sellers at \$29.75. Electrics were done at \$79.50 and Telephones at \$44.00.

Cements continued in request at \$18.50 July, at which rate further business was done, the cash rate improved to \$18.50 with no shares in evidence.

Steamboats are in strong demand at \$20.50 and more would be paid if any shares were in the market. Unions and Banks were quiet at \$925.00 and \$2045.00 respectively.

Advertising.

I now want to say something of an important feature of newspapers, namely advertising. Formerly advertising was a very sober and restrained affair. Some of you may remember in Arnold Bennett's *Old Wives Tale* the mid-Victorian draper, who, greatly daring, placed a big name board over his shop. Advertisements were once mainly announcements of theatre performances of legal notices, auctions, shipping movements and the statements of banks. There was very little suggestion of "pushing goods," of shilling merits, real and imaginary, or of cajoling people into buying. The Englishman's motto was, as we know to our cost "Good wine needs no bush." Various articles sold in chemists' shops started the new advertising. There is no need to do more than mention what advertising has done, despite the British Medical Association, for certain pills and powders and ointments. Pearl's soap, Bovril, Mellin's food, Navy cut tobacco and Nestle's milk, all excellent products owe an enormous debt to advertising and they were all pioneers in publicity. Whether they sought the newspapers or the newspapers sought them it is immaterial—probably it was a mutual advance and embrace. Northcliffe was again early in the field, and drew in the big drapery firms, and furnishing firms, making postal shopping a matter of profit to all—except the small local trader.

Every paper now pays the greatest attention to advertising, for it is on advertising that papers live. The amount from sales is only a fraction of the revenue. But the advertiser is caught by circulation. Not always by big numbers but by the return he gets from the advertisement. Patch, with a comparatively small circulation is of immense value for advertising the needs of the well-off classes. Country Life is the paper in which to advertise an Elizabethan Mansion in the Shires. Country Life's circulation, probably of a few thousands, is worth for that particular article all the millions who read the News of the World. On the other hand the News of the World is the place for patent medicines to claim to cure the ills of the masses, or for any article that appeals to a wide circle of readers of moderate and small means. I have given the extreme cases to show the principle of newspaper advertising.

Good Writing.

The reaction of this new source of revenue upon newspapers themselves has been a great improvement of general standard. Paper and printing are better than ever (do we not remember the first attempts at printing photographs). Advertisements are artistic and well-laid-out, and there is that excellent feature of well produced photographs, in no paper better than in the Times.

But most of all is the improvement noticeable in the excellent writing, in the variety of news, from Great Agencies like Reuters, and from special correspondents. Take a short piece of writing in an leading English paper. How clear and easy it is to read, not a word is wasted, it is condensed and interesting and vivid. No matter whether it is a leading article, a book review, a murder trial or a political incident in Brazil, the same qualities will be seen. This result is acquired by being able to pay big salaries to highly educated men and women for both "outside" and inside work.

(Continued on next Column.)

NOTICE.

Owing to a shortage of supplies, we are unable to make any deliveries of Household Coal until further notice.

THE KAILAN MINING ADMINISTRATION.

DODWELL & CO., LTD.,

Agents.

DOCTORS and DENTISTS

recommend

Vita-Weat

BRITISH CRISP BREAD

Stocked by Lane Crawford's, The Blue Bird Cafe, The Sun Co, The Sincere Co, The Wing On Co. and all the leading Compradore Shops.

The Hong Kong Press.

In the few minutes left for me, I want to say something of the British Press in Hong Kong. The *China Mail* was founded in 1845 and the *Hong Kong Daily Press* in 1847, which shows that the necessity for newspapers was felt in very early days of the Colony. And if the Colony could support two papers then, surely four daily papers and a Sunday paper are not too much now. The great function of a newspaper is to give as accurate and complete a picture as possible of what is going on in the world. When each town and even village was self contained, news was a luxury; for a commercial emporium like Hong Kong it is a necessity; it is our mental electric light; we could not carry on in the dark. We must know what is happening in Canton, in China, in the world, for all these things directly effect us. There are several sources of information but for all of you the newspapers are the most comprehensive and the most important.

There is another aspect, local news. We all like to see printed accounts of our own and other peoples weddings, of concerts and plays, and sport of all kind in which we have taken part. In this Colony where we have no politics, and no municipalities—and we do not want either, for reasons which need not stress—the papers are really the only source of information that you have of what the Government is doing.

Need in Absence of Elected Authorities.

You may get inside knowledge of this or that but it is the papers that tell you what is being said and done by all branches of the Government. We know the great traditions of British rule, but is there any need for me to say that things are better when the acts of public servants are subjected to newspaper publicity? Men are fallible—and it is by the papers you realise if there is an unnecessarily fallible magistrate, policeman or (this was written on Saturday) shall I say engineer. And from the point of view of the Government itself; what rumours would fly round, but for the Press. How many lakhs would Carnalho Yeo have taken, what would have been the "true facts" of the Water famine, and of the Gaol strike? I could multiply instances. For the Government and for the people of this Colony, an alert, independent, and responsible Press is a necessity.

Every week I go through our own files of 25 and 30 years ago to select extracts for reprinting day by day. Even 25 years ago the paper was smaller, the cable service was of the scantiest and local news was almost entirely restricted to the courts. Advertisements were plentiful, but far less than to-day. There were the shipping announcements, but the motor trade, the music trade and the things that women buy did not figure. The support that we get results in more elaborate papers. It enables for instance those excellent picture supplements, published every Saturday by our two evening papers.

Cable Services: Recent Negotiations.

A word as to cable services. Our main source is from Reuters, that great British agency. During the War, for propaganda purposes, the Hong Kong Government gave the local papers indirect and generous assistance in getting a very full telegraphic service. When I was at the Imperial Press Conference in London last summer, the representative of Reuters, Sir Roderick Jones, told me that this Reuters service was maintained at a loss. It was therefore something of a shock to learn, when I returned here, that the Government, for very good reasons, about which much can be said, for and against, had decided to withdraw their assistance. The problem was what sort of service would Reuters maintain? For nearly six months now, Rotarian Wylie, Mr. Wilson of the Newspaper Enterprise, Ltd., and myself, have been negotiating with Reuters, and, thanks largely to the sagacity and persistence of Mr. Wylie, who acted as our Chairman, Reuters have given a very generous contract, so generous that I do not think you will notice much difference in our cable service.

Do not, however, forget that this service is a very heavy sterling commitment—and that our paper and machinery are also sterling commitments. A Hong Kong newspaper staff is, among other things, a League of Nations in miniature. In my own small team there are six different nationalities or eight if you include Scottish and Irish as distinct, working together, I think I can say very amicably indeed, and whatever the disadvantages of newspaper work may be, recruits are always to hand, and those who do leave generally keep in touch.

"Thanks for Your Support."

As a final word, I want to thank people here for their support. For the courtesy with which they help the reporter seeking news—a difficult youngster, believe me, suffers agonies of shyness in his work, I cannot tell you how much kindness to Pressmen is appreciated, the kindness, for instance, shown by the police. There are public people—none in Hong Kong fortunately—who would be very much benefited by hearing the comments that Pressmen—showed and experienced judges of character—pass on them and their pomposities. For myself I have always had every possible help, and an editor must rely on outside help. He cannot be an expert in all things. Like a barrister he can only present the case according to what he is told, and in the light of his general experience. But information given in confidence, not for publication, helps us, more than you realise, and because this is so, "Respect a confidence" is the first article, of a newspaper man's code.

I have tried to show something of the relations between the newspaper and its readers, subscribers and advertisers—to show what we do for you, and what you do and can do for us. I ask you with confidence to support your newspapers, as you always have supported them. It is a good business, and good statesmanship as well.

GRUESOME SCENE AT TRAIN WRECK.

TREMENDOUS IMPACT BRINGS INSTANT DEATH: MANY PASSENGERS CRUSHED AND MUTILATED.

ENGINE A MASS OF TWISTED STEEL: CARRIAGES TELESKOPED.

DELUGE CAUSES EXTENSIVE DAMAGE TO MOTOR ROAD AND RAILWAY TRACK.

The magnitude of the railway disaster at Shatin can never be properly gauged by anyone who did not see the wreckage before it was shifted yesterday. Those who made the journey to Shatin and found their way to the scene of the disaster were confronted with an appalling sight, one which will live in their memory for many a day.

With the train service suspended, the only possible way to get to Shatin was by motor car up to the Shatin Railway Station. All along the road came evidence of the heavy rain that fell on Sunday and Monday in the New Territories. Just before the railway track reaches Shatin Station, a stone and concrete bridge, over which the railway lines passed, showed two wide gaps where it had been attacked by the gush of water coming from Shatin Valley. This bridge is clearly visible from the motor road, from which point one could observe clearly the extent of the damage done to the bridge.

Beyond the Shatin Station, the Taiipo motor road suffered much damage and not more than a hundred yards from the station, motor traffic became impossible as there was a huge hole in the road where it crossed a small stream. In this hole was a motor car, the first victim of the treachery of the road. It was the car of one of the first rescuers who went to the scene on Monday night.

A few heavy planks were placed across this road, so that pedestrians could proceed to the point where the railway disaster occurred. The distance from where motor traffic became impossible and the point where the train jumped the rails is about three and a half miles and a vivid description of the sights on this road is given below by representatives of this paper who made a special trip to the scene yesterday.

Rescue parties worked late into the night on Monday and started again as soon as there was daylight yesterday. Twelve dead bodies were extricated by yesterday morning, but it is feared that the death toll is much heavier. Doctors were working at the scene in a special car brought up to the scene of the wreckage from the Shumehun side. This car was made as comfortable as possible and resembled a miniature operating theatre. Several amputations were necessary before the injured could be shifted from the wreckage and owing to the peculiar situation at which the accident occurred, the work of extricating those pinned in or under the wreckage was extremely difficult, not to say hazardous.

Those who were not injured spent the night either at the houses of villagers nearby or at the Taiipo railway station which meant a walk of several hours. Early yesterday morning, these unfortunate passengers began their long walk to Shatin, from where many travelled to Kowloon on motor cars and buses that went as far as the state of the road permitted.

THEORY OF MONDAY'S APPALLING TRAGEDY.

Below we give the story as related by our representatives. On arriving at Shatin, we found that in spite of the early hour, quite a number of villagers had left their huts to ascertain the extent of the damage wrought by Monday's heavy rain. At Tai Wai Village, just before the Shatin railway station was reached we came upon what was once a sturdy granite and concrete structure over which the Kowloon-Canton trains passed several times daily.

The Tai Wai bridge suffered considerably during the heavy rain. The section of the bridge, nearest the village, was washed away and the rails were hanging suspended only by their own connections for about forty feet. About thirty feet of embankment supported the miniature suspension bridge from another gap of about twenty-five feet. Debris of all sorts was washed against the embankments on either side of the remaining supports of the bridge. If this bridge had not been washed away it would have made the rescue work much easier as it would have been possible for the rescue parties to come to the scene of the wreck by rail although the road-bed was very weak in spots. It would seem from the nature of the damage that it will take at least a week to repair the bridge.

Motor Car In Ditch.

A motor car, which, we understand, belongs to Mr. Farr, lying in a ditch ten feet deep, which extended across the width of the road, marked the end of our motor journey. Here a large number of cars were parked, the passengers of which had gone on foot to witness the tragedy, news of which flared through the Colony yesterday morning.

Two very heavy planks bridged the hole, making it possible to get on the other side of the gap. Along the road one could see miles of paddyfield to the landward side and the sea comes up almost to the edge of the road. At regular intervals, there were small bridges in the road under which the water from Shatin valley flowed to the sea, usually in little streams. Yesterday, however, the water was gushing underneath the bridges, one or two of which, while not actually broken, were nevertheless cracked. A huge tree washed down from the hillside lay under one of these bridges, indicating the power which was behind the flow of water at the height of the cloudburst.

After walking for about a mile we came upon a number of Chinese villagers, sitting under the shade of a large tree. There were about a dozen people in all and they carried a good deal of luggage between them. On the assumption that they were passengers from the Shatin train, we spoke to them. Our assumption proved correct and they told us of the wonderful rescue work done by those who

were at the scene of the wreckage the night before.

Walked to Taiipo.

"Where did you spend the night?" we asked.

"We had to walk all the way back to Taiipo station where temporary sleeping accommodation was made for us," was the reply made by an elderly man who was probably in charge of the party.

We asked how far we were from the derailment and were told that we were half an hour's walk. We in our turn were asked how far the party had to go before they could get a lift. "We have been walking since six o'clock this morning and so far we have not met any motor car," added the head of the party.

We told them that there was a big hole in the road about a mile further down and if they kept straight on, they would come to it in about twenty minutes. We also told them that there would be many motor cars and buses to give them a lift to Kowloon.

They then held a discussion among themselves and half the party proceeded on the way while the other half waited. We asked why they separated into two groups and we then learned that there was a very old man and his young son who found the pace of the party too fast for them. Since they were so near the end of their journey, they decided to split into two groups so that those who stayed behind could tell the old man the good news.

Further down the road, we found three "dead boxes" on the road with a crowd of Sanitary Board coolies resting by the roadside. In their midst was a European taking down particulars of the gruesome contents of the boxes. We questioned the European as to how many dead were extricated and learned that since daylight four dead bodies had been removed from the debris.

We proceeded further along the motor road and came to a point where it crossed the train tracks and we left the motor road, which ran uphill, to follow the railway. After about ten minutes walk along the track we came to a very short tunnel. Immediately we emerged from the tunnel, we saw the wreckage.

A Terrible Sight.

An astounding sight met our gaze. At first appearance the damage did not appear to be very great but a closer examination showed that the havoc that had been wrought at the spot the previous afternoon and the tremendous damage that had been done. At the foot of a cliff, a locomotive was lying partly on its side with its nose nearly lying on the front part of the dining car. The engine was lying about twenty feet away from the main line and had completely turned round with the cab pointing to the front—mute evidence of

the speed at which it had been travelling. The locomotive had broken completely away from the dining car which was the next car in the line.

Built of steel, the dining car survived the terrible impact very well although it had fallen at least ten feet. It only received slight damage to its undercarriage, which was lying just below the car itself and apparently had not broken loose until the car had come to rest.

The second car was slightly telescoped to the dining car but not to a very great extent, thereby sparing the lives of the passengers. The third car, which was built of wood, bore the brunt of the collision and most of the fatalities were from this car. It was telescoped to half its length by the heavy steel car in front which forced itself through the wooden partition and over the floor thereby pinning the bodies of several persons underneath. It was impossible to recover the bodies of some of the passengers in this car until the wreckage had been partly cleared away.

We saw three bodies in a terrible state of mutilation, all being pinned under the floor of the second car. These unfortunate people had had no chance of escape as the car was a third class passenger car, and due to the seating arrangement, they must have been thrown on the floor with the first impact of the collision and in that position the car in front, which was swept into the third class carriage, crushed the lives out of their bodies.

Blood-spattered Car.

The blood-spattered car was lying at a steep angle, making the work of the rescuers hazardous. The interior of the car presented a shocking picture. The small part of the car which had escaped damage was entirely cleared of the centre seats and at the front end was a mass of debris at the front of which the remains of three bodies were seen. An arm and head of one of these bodies, badly crushed, were showing near the centre of the car and lying next to it we could see a party buried torso. At the far side hanging through a hole in the wooden side of the wreck, was the crushed head of another corpse.

The fourth car was partly on the tracks and had received little damage. The front of the car was slightly crushed as it was partly telescoped to the car in front. The last car of the train was the only one which wholly escaped damage and it was still standing on the tracks.

A relief engine had come up from the rear with an improvised medical car and this was used as a field dressing station. The seats had been hastily converted into rough operating tables.

(Continued on Page 11.)

MR. G. A. WALKER'S OPINION.

UNDOUBTEDLY DUE TO CLOUDBURST.

ROUTINE PRECAUTIONS TAKEN ON THE LINE.

Interviewed by our representative Mr. G. A. Walker, Acting-General Manager of the Kowloon-Canton Railway, said he had no doubt that the disaster had been caused by a sudden cloudburst in the hills.

An up-train only a few minutes earlier had passed safely along the line crossing the bridge at Shatin, since destroyed, and the embankment in question in perfect safety. Telephone wires and everything else were in order. "The cloudburst must have been a matter of minutes only. There used to be a waterfall on the other side of the embankment, but this was diverted. What obviously happened was that the great mass of water went in part back to the old course and hurled itself against the embankment, eating it away. No warning was possible and it was a contingency of the kind no one can guard against."

Mr. Carpenter, of the P.W.D., rang up, while our representative was with Mr. Walker, and said that houses in the Shing Mun Valley district which had never been flooded before, had been washed out. "The rains on Sunday and Monday were heavy," Mr. Walker said, but nothing beyond what we get in an average July.

Inspection of the Track.

Mr. Walker said that on the Kowloon-Canton Railway there was a constant inspection of the track by platelayers, whose duty it was to report anything wrong. In addition to that responsible engineers were constantly up and down the line in the rail-motor car and in "pump trolleys," worked by coolies. There was no regular inspection of the track by European engineers at regular intervals, but in view of the work always going on such a precaution was unnecessary. The whole line was under constant care.

In the Rainy Season.

Asked as to special precautions in weather, Mr. Walker said that all points about which any doubts were felt were watched when the rains started. For years they had a man always on duty during the rainy season at No. 1 cutting at Yumutai. The station masters had standing instructions to report heavy rains.

Tribute to the Sufferers.

Mr. Walker was warm in his praise of the two lads who were the last to be extricated by amputation of the leg in each case. "It was terrible to leave them last night, but at 3 a.m. no more could be done. We made them as comfortable as possible and several volunteers—St. John's Ambulance men, I believe—stayed to keep them company."

Magnificent Work of Rescuers.

"As to the work of the rescue parties, police, firemen and those helping them, I have never seen anything so magnificent, as the way those fellows stuck it, hour after hour, without slackening. They had no food, but they just went on till every living person except these two lads had been got clear."

"One of the worst incidents that remain, in my mind, was a woman crying pitifully for help. But in the darkness we could not for a long time find out where she was. But in the end, by means of jacks we got the debris moved and released her. And I should like to say something of the help that Mr. Arculli rendered with his car, hour after hour, through all that dreadful time."

"We tried this morning to extricate some of the bodies by sawing the wooden coach in two, in the hope that the two parts would fall apart, but this did not prove successful."

"It was the worst train smash I have ever seen in my experience," said Mr. Walker.

H.E. THE GOVERNOR VISITS THE SCENE.

In the evening H.E. the Governor (Sir William Peel) paid a visit to the scene of the mishap, being escorted there by Mr. Walker.

H.E. SIR W. PEEL'S VISIT TO CANTON.

(FROM OUR OWN CORRESPONDENT.)

CANTON, April 20.
H.E. Sir William Peel, Governor of Hong Kong, and Lady Peel will come to Canton for a brief visit next Friday (May 1).

The Governor of Hong Kong and Lady Peel will be accompanied by Captain Colman. The party will arrive in Canton by the first morning express train of the Canton-Kowloon Railway running on the new schedule.

CANTON JUNK BOMBED.

(FROM OUR OWN CORRESPONDENT.)

CANTON, April 20.
Last night a bandit threw a bomb into the accounts room of the Lee On Junk, on the Canton-Tungoon run.

The bomb exploded, injuring the junk master, Law Wai Tsai, and a member of the crew. The junk, which was due to leave for Tungoon at midnight, was full of passengers.

CANTON HARBOUR.

(FROM OUR OWN CORRESPONDENT.)

CANTON, April 20.
The deepening of Canton harbour at Honan Point and the reclamation of a large portion of the river are progressing.

When completed, the area of land reclaimed will be 1,215,000 square feet. A certain portion of this area will be used for shops, and wharves for the mooring of junks and small vessels will be constructed along the waterfront.

The steel-concrete bridge spanning the Pearl River at Wai Sun Road, which has been under construction for the past year or so, is expected to be completed by the end of this year.

YOURA GULLER.

SECOND PIANOFORTE RECITAL.

Youra Guller, tall, slender red haired and, presumably, Russian, with wonderful hands whose movements about the keys are almost more fascinating than the music she draws from her instrument, has provided a memory which will not easily be effaced.

Like Pavlova, Paderewski and Augustus John, Youra Guller has something in herself which catches the imagination; one places her beside her art, distinct from it, neither its handmaid nor its mistress, but its partner.

Hong Kong has not got an enviable reputation among the musicians and singers who stop here on their journey; Hong Kong people have a habit of having previous engagements which make attendance at a concert impossible, but there are a faithful few. Not a very large number attended Youra Guller's first recital, but they were so enthusiastic that they managed to persuade the pianist to play for them a second time. That in itself is a high tribute.

The second concert was as successful as the first and all who were present must feel a sense of gratitude to the pianist for having given them a chance to enjoy more of her exquisite music.

Programme.

The programme was as follows:—
Two Sonatas (in G Minor and C Major)..... Scarlatti.
La Tendre Nanette..... Couperin.
Les Tourbillons ("Whirlpools")..... Dandieu.
Fantasia and Fugue in G Minor..... Bach-Liszt.
Sonata in F Flat Minor..... Chopin.
(Grave, Scherzo, Marche Funebre, Presto.)

Two Mazurkas..... Chopin.
Dance of the Fire Worshipers..... Da Falla.

(By request.)
Tango..... Albeniz.
(By request.)
Mephisto Waltz..... Liszt.

RICH RADIUM DEPOSIT.

HUGE RESOURCES FOUND IN CANADA.

Edmonton, April 15.—The richest deposit of radium in the world lies on the shores of the Great Bear Lake in the north-west territories, according to Dr. Allan, Head of the Department of Geology of the University of Alberta.

Analyses of pitch-blende samples indicate a richer content of radium than in ores from the Belgian Congo mines.

A substantial quantity is being sent to Belgium for reduction. Until the results of these investigations are available it will be impossible to form a practical estimate of the value of the deposits at the Great Bear Lake.



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ADVERTISEMENTS.

HONG KONG ENGINEERING & CONSTRUCTION CO., LIMITED.

NOTICE IS HEREBY GIVEN that the NINTH ORDINARY YEARLY MEETING OF SHAREHOLDERS OF THE HONG KONG ENGINEERING AND CONSTRUCTION COMPANY LIMITED, will be held in the BOARD ROOM of Messrs. SKEW, TOMES & CO., 81, George's Building, Queen's Road, Hong Kong, on WEDNESDAY, the 22nd APRIL, 1931, at 11 O'CLOCK NOON, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Year ended on the 31st DECEMBER, 1930, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 22nd APRIL, 1931. Both Days inclusive.

By Order of the Board.
B. ALVES,
Secretary.
Hong Kong, 7th April, 1931. [57]

THE HONG KONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING OF THE SOCIETY will be held in the BOARD ROOM of Messrs. JARDINE, MATHESON & CO., LTD., Hong Kong, on WEDNESDAY, the 22nd of APRIL, 1931, at 5.15 P.M., for the purpose of hearing the President's Report, considering the Accounts for the Year ended 31st DECEMBER, 1930, and the Election of President and Officers for the ensuing year.

By Order of the Committee,
J. D. A. HUTCHISON,
Secretary.
Hong Kong, 7th April, 1931. [631]

THE HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the FOURTH EXTRA RACE MEETING, to be held on SATURDAY, 2nd MAY, 1931 (Weather Permitting), may be obtained at the RACE COURSE, HONG KONG CLUB and CAUSEWAY BAY STABLES.

Entries CLOSE at 12 O'CLOCK NOON on THURSDAY, 23rd APRIL, 1931. [637]

HUMPHREYS ESTATE & FINANCE CO., LTD.

OFFER OF NEW SHARES.

SHAREHOLDERS are reminded that the 25th APRIL, 1931, is the Last Day upon which Signed Forms of Acceptance or Renunciation of the Offer of New Shares made to Shareholders on 29th DECEMBER Last must reach the Company's Bankers in Hong Kong (The Hongkong and Shanghai Banking Corporation) accompanied by a Remittance.

JOHN D. HUMPHREYS & SON,
General Managers. [630]

SHEK O COUNTRY CLUB.

THE GOLF COURSE will be CLOSED for the Further Period of a Week until TUESDAY, the 28th of APRIL.

The Golf Committee regrets that this is necessary owing to the unfavourable weather prevailing.

J. D. A. HUTCHISON,
Secretary. [629]

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5 p.m., stated:—
Pressure is highest in the Pacific to the east of Japan, and is low over China generally.
Local Forecast:—S.W. winds, moderate; squally; cloudy.

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24611.
London Office: 53, Fleet Street, E.C.4.

The Daily Press.

HONG KONG, APRIL 22, 1931.

THE RAILWAY DISASTER AT TAIPO.

This railway smash at Taiipo is by far the worst disaster that has overtaken the Kowloon-Canton Railway, and as far as can be gathered at present it was due to a cloud-burst in the hills, and a giant cascade of water finding a diverted course and undermining an embankment. It would certainly be satisfactory if direct evidence could be obtained of the occurrence of a cloud-burst in the hill district above Taiipo, and personal testimony of certain phenomena would probably enable our meteorologists to deduce what happened. Cloud-bursts are rare and terrifying, and it may be remembered that some years ago the little English town of Louth was, without warning, washed out, with a loss of over twenty lives, by such a visitation.

The inquest on the victims, as in the case of the King Edward Hotel two years ago, will have to take the form of an enquiry into the causes of the mishap, and the nature of the precautions taken by the British section of the Kowloon-Canton Railway authorities to safeguard their track and the trains using it. Considering that the line skirts the coast for several miles, that it crosses a number of streams which the heavy rains are at any time liable to turn into torrents, and that there are many deep cuttings and overhanging banks, constant vigilance is necessary at all times, and particularly during the rainy season. Mr. G. A. WALKER, the courteous Acting-General Manager of the line, explained to our representative the nature of the routine precautions, and these are set out elsewhere in this issue. They seem adequate to the lay mind, and have stood the test of many years' satisfactory working. The point that will have to be made clear is whether the precautions do, in fact, guard against all likely contingencies. If the railway is protected against typhoons, the normal ravages of the wet season, and any downpour of a kind that is likely to occur, then the administration is doing its duty and all that the public can require of it. We know the type of mind that says with solemn presumption of a public utility company or service, "They are riding for a fall. Sooner or later they will learn their lesson." But unfortunately there are cases when well-informed warning falls on deaf ears. It is only fair that the railway authorities should have every opportunity of telling the public what safeguards they take, and submitting their procedure to the judgment of competent experts. It may be that further safeguards could be devised, but they are not likely to be of a kind that the authorities have overlooked, and the layman thinks of after a few minutes' consideration. Mr. EVANS, of the Observatory staff, for example, explained to us how it is that they are not in a position to help the Railway, except in notifying when a gale of wind reaches danger point.

The story of the disaster tells of wonderful bravery and patience on the part of the injured, notably of the boy and the young man who spent a long night in the wreckage and when morning came could only be extricated by the loss, in each case, of a leg. The rescue parties of the police, firemen, St. John's Ambulance Brigade and other help worked with the utmost devotion, and the medical men on the spot rendered all the aid that was possible. Under circumstances of very great difficulty the rescue work seems to have been admirable.

★ News and Views ★

Enthusiasm!

"Percy is going crazy over his new motor-car." "That's strange. Every time I've seen him he's been going crazy under it."

Machine-War Secret.

At a secret demonstration of the latest mechanised implements of warfare in the Long Valley, Aldershot, a chain of military policemen surrounded the ground to prevent the approach of unauthorised persons. It was impossible for anyone to get within half a mile of the secluded spot. A large number of War Office officials and officers of the Aldershot Command witnessed the trials from Miles Hill, which was closely guarded to prevent the use of cameras.

Why Not Hong Kong?

Mr. Chun Tsen Hsi, of Tientsin, having won a consolation prize of 21,161 in the Irish Sweep, is frightened to death, says a Home paper. He says that, unless he can keep it quiet, he must henceforward be a marked man among the local bandits. That is the fly in his jam. But has Mr. Chun Tsen Hsi explored every avenue of escape? Surely on the security of his splendid prize he can borrow enough money to go to Hong Kong. And on the whole Hong Kong might be safer than Dublin.

The Blue Water School.

An invitation to visit Germany was given at the annual meeting in London of the Institution of Naval Architects, and was in principle heartily accepted by the council. In his presidential address Lord Wemyss said with regard to naval reductions: "To a naval officer like myself, trained in the old blue water school, the situation cannot but be fraught with grave risks for our future security." Admiral Sir Douglas Nicholson declared: "Vessels we have built since the war are not suitable for governing the maritime conditions now affecting the Empire's peace."

Electric Britain.

The electrification of Great Britain is proceeding with such rapidity that already the Central Electricity Board's schemes cover 97.8 per cent. of the total population, and over 70 per cent. of the total area. Grid contracts up to last December totalled £18,267,920, all placed with British firms. The annual report, shows that last year cables were laid along 850 miles, and that by December 500 miles of overhead lines were in operation. Nearly £10,000,000 will be spent during the next few years in standardising frequency by supply undertakers. This work will in all cost over £18,500,000. A special problem has arisen concerning insulators due to a combination of fog and atmospheric pollution peculiar to the British Isles, and the Board are co-operating with the National Physical Laboratory in determining the best methods of increasing the factor of safety in line insulation.

★ Local Notes and Events ★

For the 24 hours ended April 20, there were two cases of small-pox, and one case of diphtheria. For the week ended April 18, there was one case of small-pox, one death from enteric fever and 62 deaths from pulmonary tuberculosis.

Pleading guilty to having committed a breach on his learner's licence, namely by driving his car in Hennessy Road on March 30 at 2.30 p.m. Mr. J. P. Napier-Bell of the A.P.C. was fined \$10 by Mr. Schofield yesterday.

The opening of the new clubhouse of the Indian Recreation Club will be performed by Mr. A. el Arculli on Saturday, 26th inst., at 3 p.m., at Sookunpo. During the afternoon there will be athletic sports after which the distribution of the shields won by the I.R.C. in both divisions of the cricket league and prizes will be made by Miss el Arculli.

The Eighth Wonder.

A doctor, giving evidence at Stratford Police Court, said:—"This woman was disinclined to say anything. It is so seldom you find that that I sent her to hospital for observation."

Women Have the Brains—In U.S.

American women have left their menfolk behind culturally, says Dr. Charles Shaw, for 30 years a professor at New York University. He says that men have gone in for physical culture and business, while what used to be the weaker sex have developed artistically and mentally as well as physically. He adds: "If this goes on, in another generation women will supplant men in creative culture. To-day our men of culture are all women."

Miss R. M. A. Green, who has been appointed full-time woman probationer officer at the Central Criminal Court, London, was once described by the Recorder of London as the ministering angel of the Old Bailey. This gentle and understanding woman has succoured and befriended hundreds of her own sex who find themselves in distress or despair in the stern presence of the law. More women probationers are needed. But it is difficult to discover women probationers who happen also to be Miss Greens.

Crashing in Comfort?

Two Frenchmen have come to London to try to dispose of an invention which will allow an airplane to crash without injuring passengers, says the London Daily Express. It sounds incredible, and is not made any easier by the offer of the inventors to equip a machine, if it is provided free, and to crash it (and themselves) from a height of 2,500 feet. No one wants to assist in a suicide, no matter how spectacular, but the British airplane industry should offer every reasonable facility for these inventors to make their case. Their claim seems justifiable, but some day—and it is not far distant—accidents to flying machines will not mean the automatic death roll that they do now. When that time comes the thanks will be due to the dreamers and fools and would-be suicides.

The English Cardinal.

Cardinal Bourne was 70 last month, but looks much younger. I met him, writes a London journalist, not long ago at a dinner attended by many eminent ecclesiastics of the Roman Catholic Church—the wealth of scarlet and mauve made the gathering resemble a Meissen porcelain—and was struck by his energy and the youthful twinkle in his eye when he made an admirable and frequently amusing after-dinner speech. "The secret of his Eminence's success," my neighbour, a priest, told me, "is his discipline. He is one of the sternest disciplinarians in England, but so great is his sense of diplomacy that those over whom he rules hardly realise this." The Cardinal, who was made Archbishop of Westminster twenty-eight years ago, and has been a Cardinal for just twenty years, enjoys splendid health. I am told that he sent sympathetic messages to the Archbishop of Canterbury when Dr. Lang's condition was, a few months ago, regarded as serious.

A report has been made to the police by Mrs. F. X. Remedios to the effect that Thomas Rozario, aged 13, who is a friend of her husband, had been missing since 10 a.m. on Monday.

The Consul for Japan and Mrs. T. Yoshida beg to announce that, in celebration of the birthday of His Imperial Majesty the Emperor of Japan, a reception will be held at their home, 7A Conduit Road, on Wednesday, April 29, from 4.30 to 5.30 o'clock.

Looking Back 25 Years.

The following appointments have been made by H.E. the Governor, acting under instructions from the Secretary of State for the Colonies: Mr. T. K. Dealy to be second master in Queen's College in place of Mr. A. J. May, retired; Mr. R. E. O. Bird to be a senior assistant master in Queen's College, and Mr. G. W. Egan to be chief resident engineer of the British

SUMMARY OF NEWS

Local.

Broadcast talk on "Animal Welfare." Page 11.

Full details of Monday's train smash at Shatin. Pages 7 and 11.

Hong Kong Stock market: Croucher & Co.'s daily report. Page 6.

Charges of attempted fraud involving a sum of \$30,000 were preferred against two Chinese at Central Magistracy yesterday. Page 11.

To-day's wireless programme. Page 3.

Home racing notes. Page 10.

Hong Kong Polo Club meeting. Page 10.

Results of Home League football matches are given on. Page 10.

H.K.C.C. Tennis Tournament programme for to-day. Page 10.

An amended list of fixtures in the Hong Kong Football League appears on. Page 10.

Latest Cables.

Senorita Kent, the new Director of Prisons in Spain, assumed office yesterday. Page 9.

A manifesto has been issued by the Republican and Socialist organisation of Madrid, demanding the trial of King Alfonso on political and criminal charges. Page 9.

The departure of King Alfonso from his hotel in Paris for Calais, where he was to embark for England, was almost unnoticed. Page 9.

The flight of capital from Spain continues, and the Minister of Finance has appealed to the banks to advance their clients to "go slow," and he threatens severe penalties shortly. Page 9.

Mayor Walker, in the course of a 15,000 word reply to the City Affairs Committee, declared that he had adequately and consistently done his duty, and that the charges made against him were unwarranted, false and recklessly made. Page 9.

CANE DEALER'S WEALTH.

LEAVES OVER A LAKH IN THE COLONY.

Estate in the Colony worth \$105,900 was left by Chan Ping U (or Chan Ping Yee), also known by a number of other names, who was a patridge-cane dealer.

He died at 53, Queen's Road West, in July, last year, leaving a will in which he directs that his estate be divided into three shares for family distribution, and adds the admonition that "on no account shall my estate be squandered at random or extravagantly spent for private purposes."

Probate of the will has been granted to testator's elder son, Sing Chiu, alias Chan Sing Chiu, living at 25, Queen's Road West.

Eng Ting Ying, otherwise Chan Ng Sze, married woman, who died intestate at No. 220, Leichikok Road, on November 26, 1930, left Hong Kong estate worth \$17,200.

Letters of administration have been granted to her husband, Chin Park Doon, 28, Wing Lok Street.

Looking Back 50 Years.

H.E. Major General Donovan concluded his annual inspection of the troops in garrison on Saturday morning, when a marching order parade of the detachments of the Royal Engineers and the Army Hospital Corps was held in the Wellington Barracks. The men of these corps are employed on special duties, as indicated by the titles they bear. The Engineers muster three Field Officers, Lieut.-Colonel Apollon, Major Palmer and Major Mulloy; one Subaltern, Lieut. Friend; seven staff sergeants, four men of work, draughtsmen, and staff clerk; and eight rank and file. The Army Hospital Corps is represented in Hong Kong by one officer, Lieutenant of Orderlies, J. Brewster; one staff sergeant, three sergeants, and fifteen rank and file.—Hong Kong Daily Press, April 22, 1931.

CORRESPONDENCE.

INGAGI: A PROTEST.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—In this Colony, where there is already far too much ignorant cruelty to animals, a film like "Ingagi" ought to be prohibited. How can one chase Chinese for ill-treating and neglecting animals after assisting at a spectacle in which two white men, one with a handle to his name, indulge in a general massacre of every beast they come across, obviously enjoy it and appear to be thoroughly proud of it?

It may be necessary to kill beasts for food, self-protection or commerce, but it should never be a pleasure to do so, and the fact that it is a pleasure to some people does not make the enjoyment of cruelty any more of a desirable characteristic. There are some things which we all know happen, but of which we are not proud and which we prefer not to think much about. The proceedings in a slaughter-house for instance. At any rate, we do not get shown films of it, or we might enjoy our beefsteak less. Equally we are not proud of the existence in our midst of the killer who kills for the joy of it; but there he is presented to us in a serious scenes of butchery which are not "Hollywood" but real. The thing is a carnival of bloodshed, rendered more nauseating by the fact that the animals are invariably either unsuspecting or attempting to escape. After watching the "bumping off" of about eleven species of beasts by these civilized gunmen, I left the theatre without wishing to see the gorillas bumped off in their turn, feeling as if I have spent an evening in an abattoir and ashamed of my own countrymen. "It's a fine day—let's go out and kill something" is a reproach too often levelled at Englishmen: it is humiliating to see it publicly proved correct.

Films of unrelieved brutality are supposed to be barred; unless brutally to beasts is regarded as not being brutality, it is difficult to see how this film depicting revolting barbarity can ever have passed the censor.—Yours, etc., H.T.

Hong Kong, April 21, 1931.

[Our correspondent on his own showing "left early" and is not really in a position to criticise the film in question. Since the animals killed were, in the case of the lion and the leopards, man-eaters, and in the other instances required for food, there is not much to complain about. Think of all the far pleasanter things that the said felines, the crocodiles and the python would have killed if they had gone on living. No. It is little use being sentimental about denizens of the jungle.—Ed., H.K.D.P.]

ST. GEORGE'S DAY.

PROGRAMME FOR TO-MORROW'S CONCERT.

The following is the programme arranged for the concert to be given by the Society of St. George of Hong Kong at the Lee Theatre (kindly loaned by the Lee Hysan Estate Co., Ltd.) on St. George's Day (Thursday):—

PART I.
1.—(a) March—"Old Comrades".....Teike.
(b) Selection—"The Rose" (Old English Melodies) Myddleton.
Band of H.M.S. Hermes.
2.—Dance—Coquette
Arranged by Miss Violet Capell.
3.—Song—"The Little Diamond".....Ivor Novello.
Mrs. Bowes-Smith.
4.—The Yorkshire Philosopher.....Mr. W. J. Gail.
5.—Messrs. Wirgin and True will Damage the Pianos.....Quartettes from "Flora's Lane Wilson.
Mrs. Bowes-Smith, Mrs. Portallion, Mrs. Annie and Mr. Barton.

PART II.

1.—Selection—"Pirates of Penzance".....Sullivan.
Band of H.M.S. Hermes.
2.—Dance—Jazz—Arranged by Miss Violet Capell.
Misses P. Capell, E. Ford and P. Gittens.
3.—Song—"My Prayer".....W. H. Squire.
Mrs. Portallion.
4.—Songs—Selected.....Lt.-Col. A. R. Godwin Austen, O.B.E., M.C.
5.—Messrs. Wirgin and True will Damage the Pianos.....Quartettes—"Strange Adventure".....Sullivan.
(From "The Yeomen of the Guard") Mrs. Deily, Mrs. Portallion, Mrs. Annie and Mr. Barton.
Final.—"Land of Hope and Glory".....Accompanied by Band of H.M.S. Hermes.
God Save The King.

Accompanists:—Mrs. Shaw, Mr. A. M. Bowes-Smith and Mr. W. E. True. Band of H.M.S. Hermes by kind permission of Captain E. C. Mackinnon, D.S.O., and officers. Grand Pianos kindly lent by Messrs. Tsang Fook & Co., and Mr. True. Sonory kindly lent by H.K.A.D.C.

KING ALFONSO VISITING ENGLAND.**SPECIAL POLICE PRECAUTIONS IN LONDON.**

[THROUGH REUTER'S AGENCY.]

LONDON, April 21.
Extraordinary precautions are being taken to guard the King of Spain on his arrival in London to-night.
A force of 50 detectives well acquainted with the personalities and methods of political fanatics will be on guard at Victoria Station, and only the possessors of signed passes will be permitted on the platform.
The precautions follow threats which are reported to have been received by the King in Paris.
Paris, April 21.
King Alfonso is motoring to Calais en route to England. His departure from his hotel at ten o'clock this morning was almost unobscured.

Infante Juan to Enter Naval College.

Paris, April 20.
King Alfonso is leaving for London to-morrow, to arrange for the entry into Dartmouth Naval College of his third son, the Infante Juan, who arrived at Naples from Gibraltar and is going to London.
King Alfonso will visit their Majesties at Windsor Castle and spend only a few days in London.
Queen Ena and her children are going to Fontainebleau to stay in the Hotel Savoy.
King Alfonso will join them there when he returns from London.
The Prince of the Asturias has recovered from his indisposition.

Belgium Recognizes Spanish Republic.

BRUSSELS, April 20.
Belgium has recognised the new Spanish Government.

Women in Spanish Politics.

MADRID, April 21.
The Prisons' Administration Offices here were decked with sweet-scented flowers to-day when Senorita Kent, the new Director, took charge.
This evidence of women's participation in Spanish politics will be taken a step further when the Constituent Assembly is convened, for proposals will be submitted to it giving women the vote and the right to sit in Parliament.
The attitude of the new Government to birth control is still not clear. The question has never been seriously raised in Spain.
A prominent member of the Supreme Feminist Council declared that there is really no demand for birth control in Spain, but a reform which the Government will certainly undertake was the stipulation of medical inspection before marriage.

Demand for King Alfonso's Trial

A demand for the trial of King Alfonso on political and criminal charges is made in a manifesto issued by the Republican and Socialist organisation urging, *inter alia*, the disarming of the forces of the old regime and arming the forces of the Republic, the punishment of those connected with the old regime, including King Alfonso, "to whom attaches the grave suspicion of having committed not only a series of political offences, but many misdemeanours in connection with illegal transactions during his reign, especially under cover of the three last dictatorships."
It is understood that the intended arms for 150,000 workers in Madrid will be stored against emergency.
The Government is also said to propose the release of workers and warrant officers in the army from payment of income tax regardless of the size of their income.

Flight of Capital from Spain Continues.

MADRID, April 20.
The flight of capital continues. The banks are overwhelmed with applications for the transfer of stocks and shares and mortgaging property.
The Minister of Finance has appealed to the banks to advise their clients to "go slow," and he threatens severe penalties shortly.
Several serious bank panics are reported from Barcelona.
The drop in exchange is greatly worrying business people, and enterprise is almost at a standstill.
The stabilisation question cannot be dealt with until Parliament is convened. The Government, therefore, want to hurry on with the general elections before the possibility of an unfavourable political reaction.

Legal System to be changed.

The British legal system will be the model for the new Spanish legal code.
The Minister of Justice yesterday received the Presidents of the Madrid Supreme Court and the Court of Justice, and urged the necessity for a thorough revision of the Spanish legal system on the broad lines of the British system, so far as it was adaptable to Spanish requirements.

SUNDAY CINEMA BILL.**ATTEMPT TO COMMERCIALISE THE SABBATH.**

[THROUGH REUTER'S AGENCY.]

LONDON, April 20.
One thousand opponents of the Sunday Cinema Bill legalising the Sunday opening of places of amusement, but leaving local authorities to decide whether the opening in their area was expedient, gathered outside the House of Commons while the Bill was being debated last night.
As the time for division approached, a group of white-haired old men knelt on the pavement praying for the defeat of the Bill and "a visitation on the iniquitous who defended it."

Groups of supporters and opponents of the Bill engaged in fierce argument in which the police had to intervene.

An attempt was made to enter the House itself, but was frustrated by the police, who finally dispersed the crowd.

Inside the House the removal of the party whips brought the dramatic tenseness of the clash of individual opinions and convictions.

Mr. J. R. Clynes, Secretary of State for Home Affairs, moving the second reading, said that it was the duty of the House to modify the law in accordance with present day conditions, or to enforce it. The latter course would mean the enforcement of the "hoary Act" of 1780, which would stop every entertainment in village institutes and concert halls. Clearly conditions in 1931 were not comparable with those of 1781.

Mr. McPherson, a Scottish member, whose native land is unaffected by the Bill, moved the rejection of the Bill in an impassioned speech, describing the Bill as an attempt to commercialise Sunday.

The turning point in the debate was a speech by Sir John Simon in support of the measure, in which he drew a striking picture of Sunday night spent by a family in a single room with no alternative but to go into the wet streets.

Sir Thomas Inskip, opposing the Bill, likened the commercialisation of the Sabbath to "sticking an advertisement on the Cenotaph."

Vote for Second Reading.

The voting was as follows:—

For 258

Against 210

Majority 38

[THROUGH REUTER'S AGENCY.]

RUGBY, April 20.
The House of Commons to-night debated the Sunday Performance Regulation Bill, which empowers local authorities to licence the Sunday opening of cinemas.

The Home Secretary, Mr. J. R. Clynes, moving the second reading, said that the Government thought the problem of declaring the Sunday opening of places of entertainment illegal under the 18th Century Act was one for solution by the collective wisdom of the House.

By the Bill Sunday opening would be decided by Local Option and the authorities could allow the types of entertainment commonly given in recent years.

The Bill abolished the right of private persons to sue as common informers for penalties under the Sunday Observance Act, and in future proceedings must be instituted by the local authority. Unless the problem was solved there would be widespread irritation.

Rejection of the Bill was moved by Mr. McPherson (Liberal), who claimed that the mass of opinion outside London and trade interests were against the Bill.

Mr. Neville Chamberlain, supporting the Bill, said that the view among social workers was that the provision of decent and reasonable amusement kept young people from undesirable temptation.

A continuation of the debate showed that all parties are divided on the Bill, on which there will be a free vote, and which was supported by Sir John Simon, Mr. George Lansbury, First Commissioner for Works, and Lord Eustace Percy, Minister for Education in the Conservative Government.

CITY OF CAIRO CRASH.

[THROUGH REUTER'S AGENCY.]

SYDNEY, April 20.
Air Commander Kingsford-Smith is taking the "Southern Cross" to Kupang to pick up the air mail of the "City of Cairo."

MINORITIES IN INDIA.**FIXED POLICY OF THE BRITISH GOVERNMENT.**

[THROUGH REUTER'S AGENCY.]

RUGBY, April 20.
In the House of Commons to-day the attention of the Secretary for India, Mr. Wedgwood Benn, was called to the resolution passed at the All-India Muslim Conference this month, and he was asked what action was being taken to assure Moslems that they and all other minorities in India could always rely on British protection.

Mr. Benn, in reply, referred the questioners to the Prime Minister's statement of policy at the concluding meeting of the Round Table Conference.

In the first paragraph of that declaration it was set out that the new Constitution must contain such guarantees as were required by the minorities to protect their political rights.

The policy of the Government in this matter was referred to by him on March 12 in the House of Commons, when he made it clear that such guarantees must be provided in order that the new Constitution should start with the goodwill and confidence of all communities concerned. That was the fixed policy of the Government.

LOW PRICE RECORD OF RUBBER.**SCARCITY OF BUYERS.**

[THROUGH REUTER'S AGENCY.]

LONDON, April 20.
Rubber reached a new low record yesterday when it touched two and seven-eighths pence and closed at two and five-eighths pence.

At one time difficulty was found in selling owing to the scarcity of buyers.

One of the contributory causes of yesterday's weakness was the announcement of the Port of London figures, showing an addition of 2,771 tons to the stocks of last week.

TURKEY'S DRUG MONOPOLY.**ELOQUENT FIGURES PUBLISHED.**

[THROUGH REUTER'S AGENCY.]

CAIRO, April 20.
In view of the announced intention of the Turkish Government to establish a monopoly for the manufacture of drugs and take over three existing factories in Constantinople from September next, the opium figures published by the Turkish Government are eloquent.

The Turkish opium crop is estimated at 480,000 kilos annually, of which 400,000 kilos are exported. If the whole crop were converted into morphine this would represent 50 tons of morphine annually, whereas the legitimate world requirements according to the League of Nations experts are only 10 tons annually.

One ton of heroin is calculated to equal 100,000,000 doses.

Seven kilos of Turkish opium cost £10 and produce one kilo of morphine, the sale price of which is about £30. Constantinople factories last month reported total stocks of 1,905 kilos of heroin and 500 kilos of morphine.

SUEZ CANAL DUES.**NO REPRESENTATION FROM BRITISH GOVERNMENT.**

[THROUGH REUTER'S AGENCY.]

PARIS, April 20.
The report that the Suez Canal Company contemplates a reduction of the Canal dues is untrue.

The Company maintains the attitude that reduction is financially unfeasible at present.

The British Government has made no representations to the Company.

PARIS-SAIGON FLIGHT.**PRINCE BIBESCO'S PILOT DEAD.**

[THROUGH REUTER'S AGENCY.]

PARIS, April 20.
Lieut. Bellair, the second pilot of Prince George Bibesco's plane, is reported to have died of injuries in the Benares Military Hospital.

MADEIRA IN STATE OF REVOLT.**EXPEDITIONARY FORCES MAY ATTACK ISLAND.**

[THROUGH REUTER'S AGENCY.]

RUGBY, April 20.
Answering questions in the House of Commons regarding the present situation in Madeira, the Foreign Secretary, Mr. Arthur Henderson, stated that rebel forces continue in occupation of the island and the British cruiser London remained in the port of Funchal for the protection of British subjects and property.

An Expeditionary Force recently sent from Portugal was diverted to deal with the outbreak in the Azores, and it now reported that the insurgents there have surrendered unconditionally.

Portuguese men-of-war are cruising in the vicinity of Madeira to enforce the decree prohibiting the use by foreign ships of ports of the island except for the evacuation of foreign nationals.

The Government attach to the safeguarding of British interests in Madeira has been strongly impressed upon the Portuguese Government by Sir Francis Lindley, the British Ambassador in Lisbon, and upon the rebels by the British Consul at Funchal. No British subjects are reported to have been molested nor any British property damaged.

A Lisbon Press telegram reports that the Commander of the Portuguese Expeditionary Force has sent an ultimatum to the Madeira rebels, threatening a concentration of naval, military and air forces on the island unless the rebellion is terminated immediately.

Collapse of Azores Revolt.

[THROUGH REUTER'S AGENCY.]

HORTA, April 20.
The revolt at Horta ended when the Government troops were landed on the island of Terceira.

The landing was made on the 18th instant, and no opposition was encountered.

Three Government planes flying over the town were even cheered by the populace.

Political exiles on the island of St. Michael, learning of the surrender of the rebels at Terceira, left in a Portuguese merchant ship.

ALL-CHINA AVIATION CONFERENCE.**INAUGURAL SPEECH BY CHIANG KAI SHEK.**

[THROUGH REUTER'S AGENCY.]

NANKING, April 20.
An All-China Aviation Conference will be formally opened this morning by Marshal Chiang Kai Shek, who will deliver the inaugural speech.

Peiping-Manchuli Test Flight.

[THROUGH REUTER'S AGENCY.]

PEIPING, April 20.
In connection with the establishment of the Peiping-Berlin Aerial Service, a plane left Peiping for Manchuli on a test flight yesterday.

CHANG HSUEH LIANG IN PEIPING.

[THROUGH REUTER'S AGENCY.]

PEIPING, April 21.
General Chang Hsueh Liang has declared his assumption of office as Vice-Commander-in-Chief of the National Army, Navy and Air Forces, and his headquarters will commence functioning from to-morrow in Peiping.

According to the local vernacular newspapers, General Chang Hsueh Liang will hereafter spend the major portion of his time at Peiping and will occasionally go to Mukden to attend to Manchuria's political and military affairs.

General Chang Hsueh Liang is also reported to have declared to local Pressmen that he has no objection to the draft provisional constitution which has been prepared by the Nanking leaders for adoption at the coming People's Convention.

SINO-SOVIET CONFERENCE.

[THROUGH REUTER'S AGENCY.]

NANKING, April 21.
Some progress is reported to have been made in the Sino-Russian Conference at Moscow. The present discussions now centre around the redemption of the Chinese Eastern Railway by the Chinese Government, to which the Soviet delegation has agreed in principle.

However, the assessment of the railway and its property is a knotty problem and requires prolonged discussion.

NICARAGUAN REBELLION.**TWO BRITISH WEST INDIAN SUBJECTS KILLED.**

[THROUGH REUTER'S AGENCY.]

LONDON, April 20.
In the House of Commons, Mr. Arthur Henderson stated that His Majesty's *Chargé d'Affaires* had cabled reporting that the Nicaraguan rebels were retreating inland, after being attacked by the National Guard, whose officers state the situation is now controlled.

Mr. Henderson regretted that in the disturbances two British West Indian subjects were killed.

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MAYOR WALKER OF NEW YORK.**REPLY TO CITY AFFAIRS COMMITTEE.**

[REUTER'S AMERICAN SERVICE.]

ALBANY, April 21.
"I have adequately and consistently done my duty, and I ask that the charges be dismissed. They are unwarranted, false and recklessly made," said Mayor Walker of New York in a 15,000 word reply to the Report of the City Affairs Committee.

BRITAIN AND EXTRALITY.**GOVERNMENT'S RESPONSIBILITY AT THE RIGHT TIME.**

[THROUGH REUTER'S AGENCY.]

LONDON, April 20.
In the House of Commons to-day Mr. Wardlaw Milne asked whether the British Minister in China had instructions to sign any agreement with China.

Mr. Henderson replied that Sir Miles Lampson was now negotiating on the question of extraterritoriality. No instructions had been sent to him to sign, as no agreement had been reached.

He could not promise Mr. Wardlaw Milne that no agreement could be signed until the House of Commons considered the terms, because at the right time the Government would have to take the responsibility.

Mr. Henderson replied that Sir Miles Lampson was now negotiating on the question of extraterritoriality. No instructions had been sent to him to sign, as no agreement had been reached.

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"JACK THE RIPPER" TRIAL.**ACCUSED A DUAL PERSONALITY.**

[THROUGH REUTER'S AGENCY.]

DUSSELDORF, April 20.
A verdict is expected to-morrow in the prolonged trial, notable for its gruesome and filthy details, of Peter Kuerten.

The defence called a large number of witnesses, evidently in an attempt to prove the defendant insane.

The Judge, who presided over the court of investigation, testified that Kuerten appeared to be sane, but how could a sane man commit such crimes?

He expressed the opinion that Kuerten had a dual personality—on the one hand hereditarily and criminally inclined, and on the other hand "a natural lover of beauty and clean morals."

AMERICAN CITIES SHAKEN BY EARTHQUAKE.**SHOCKS CAUSE BUILDINGS TO TREMBLE.**

[REUTER'S AMERICAN SERVICE.]

BUFFALO, April 20.
A number of cities in the Eastern States were shaken by a slight earthquake to-day, when 1,500 buildings trembled, dishes rattled, and people rushed terror-stricken into the streets.

It is believed that the shocks originated a few hundred yards from Buffalo.

Buildings were also shaken in the vicinity of Albany.

Tremors in Managua.

A report from Managua states that the ruins of Managua were shaken by another slight earthquake. No serious damage was done.

EXCHANGE RATES.

[THROUGH REUTER'S AGENCY.]

	RUGBY, April 20.
Paris	124.27
New York	4.55
Brussels	34.95
Geneva	25.22
Amsterdam	12.00
Milan	99.77
Berlin	20.41
Stockholm	38.14
Copenhagen	18.16
Oslo	18.55
Vienna	34.55
Prague	104
Helsingfors	49.75
Madrid	108.25
Lisbon	164
Athens	675
Bucharest	617
Rio	34
Buenos Aires	37 3/10
Montevideo	32
Bombay	1/3 13/16
Shanghai	1/34
Hong Kong	1/3
Yokohama	2/ 3/32
Silver (spot)	135 1/16
Silver (forward)	131

DOUBLE DEATH SENTENCE.**END OF SECOND GERMAN "ROUSE" TRIAL.**

Berlin, March 25.—In the Saffran murder trial—the second German trial resembling that of Rouse within a week—there was another dramatic moment after the speeches for the defence and for the prosecution had been made.

First Saffran got up and said in a voice stifled by crying: "I deeply regret my deed and wish to atone for it." Then his book-keeper, the 26-year-old Ella Augustin, sobbing so that she was scarcely audible, said: "I did everything for love. I might have hindered a lot. Saffran was not a bad man."

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Sports News

HOME RACING NOTES AND NEWS.

CITY AND SUBURBAN TO-DAY.

GRAND NATIONAL REVIEWED.

[FROM OUR HOME RACING CORRESPONDENT.]

The City and Suburban over 11 miles will be run at Epsom to-day. The following are the weights but unfortunately, with the exception of the National, Lincoln, and Derby, reliable information in respect to the probable runners in the big races does not reach here, and therefore it is very uncertain as to whether or not all the following will run.

Horse. Trainer. Yrs. st. lb.
Xandover. France. 4. 9. 3
Ruston Pasha.
Straphon. H. S. Darling. 4. 9. 3
Alcester. W. Jarvis. 5. 9. 10
Leonidas. H. S. Darling. 6. 8. 8
Athford. F. Darling. 5. 8. 8
The Muench. F. Darling. 5. 8. 8
Lucky Tor. Lawson. 6. 8. 7
Ostris. B. Jarvis. 5. 9. 6
Moyresque. Lawson. 5. 8. 6
Sol De Terre.
B-Rochfort. 4. 8. 4
Argonaut. H.
The Pen. M. Hartigan. 4. 8. 1
Roi d'Enfers.
Christoph Robin.
Loynt Scout. F. Darling. 4. 7. 11
Trunchbull. R. W. Colling. 4. 7. 9
Midlothian. Duller. 5. 7. 8
Lord Bill. Marsh. 4. 7. 8
Brendrum. Lawson. 4. 7. 8
Grand Salute. Hogg. 4. 7. 8
Caballero. Walls. 4. 7. 8
Six Wheeler. Elsey. 6. 7. 7
Gashim. C. Waugh. 4. 7. 6
Cat O'Nine Tails.
R. J. Colling. 4. 7. 3
Nick of Time.
F. Hartigan. 4. 7. 3
Dunch. Wilnot. 4. 7. 2
Alight. Watson. 5. 7. 2
Antherum. Pratt. 4. 7. 2
Landover. Hogg. 4. 7. 2
Penmore Cooper. 7. 1. 11
Junius. Macnee. 4. 11. 11
Vernailles. Watts. 4. 11. 8
Silver Mount.
W. Nickling. 4. 11. 7
Sardana. Pratt. 4. 11. 7
Scatterash. Clement. 3. 11. 7

Lucky Tor won this race last year carrying 7st. 11lb., Athford (9.13) was second 2 lengths away, and Midlothian (9.0) was fourth. Lucky Tor went on to win the Jubilee with 7st. 11lb., beating Six Wheeler (9.11), Athford (9.5), Macnab (7.2), Leonidas 11. (8.0). The distance was the same, and he again won comfortably. This was the extent of the success of Lucky Tor last season.

The Macnab won two out of three races last year, the Chesterfield Cup over 11 miles at Goodwood, and the Royal Hunt Cup over 7 furlongs 155 yards at Ascot. With 7st. 11lb. in the former he beat Lord Bill (7.3), Argonaut 11. (8.4) and Six Wheeler (8.4), and in the latter he beat Lord Bill (7.3), Argonaut 11. (8.4), and Six Wheeler (7.3). He should account for Lucky Tor in this race at practically level weights, and if started should go very close.

The topweight Xandover, a French horse, has abnormal speed, but possibly is better at a mile, while Straphon 11., who came over from Australia last season with a wonderful record, was only placed twice and was very disappointing. No doubt, however, he is acclimated now and should give a much better account of himself.

Ruston Pasha has proved himself a good horse, and was improving all the time last season. This probably is his best distance but he has to carry a lot of weight. Christopher Robin beat him at level weights over a mile last June, but did nothing afterwards; however, the latter has now a pull of 11lb.

The Pen may have been a trifle lucky to beat Hacedale in the Cambridge; nevertheless in defeating so many good horses such as The Recorder, Cat O'Nine-Tails, Alcester, Hot Bun, Empire Builder, Midlothian, and Quarrel-Ain, coupled with consistent form right through the season and the fact that he can stay, he must have an excellent chance at 8st. 11lb.

Sol-de-Terre raced entirely in Ireland, winning three races out of four including the Irish St. Leger. Apparently a lot is thought of this horse.

Alcester, Lord Bill, Grand Salute and Six Wheeler have serious claims to consideration, while Argonaut 11., another French horse, was placed in the Liverpool Autumn Cup and the Duke of York Handicap. He was improving later in the year and this season may justify his reputation.

I like The Macnab, Cat O'Nine-Tails, Pen, Argonaut 11., and Sol de Terre, in the order named.

Grand National.

Without wishing to detract from the wonderful performance of Grakle, and the amazing effort produced by Gregalach after so much loss of form, Ballasport was a very unlucky horse. At Beechers, the second time round, his near-side leather was torn off, and his rider, Williams, nearly suffered the same fate and had to ride the remainder of the course with one iron.

On the day after the National, although Easter Hero had galloped about three miles in that race and was brought down, he was sent out in the Champion Steeplechase of the same course. This seemed to be asking much from a very gallant animal. Nevertheless he dead-ended with the French-bred Coup-de-Chapeau, and apparently this is the first time in the history of steeplechasing at Aintree that there has been a dead heat for first place. Rees on the Hero, rode a wonderful race; his mount nearly fell at the last jump, and he literally lifted him to the post.

Totalsator.

Apparently, to the natural delight of the Bookie, there seems to be a general complaint at home about the delay in paying out, and undoubtedly there is just cause for this. Local racegoers have much to be thankful for in this respect, and the speed at which prizes are calculated and posted at Happy Valley is proof of excellent organization. In England today, even at a small meeting, one has to wait for quite fifteen minutes before the prizes are declared and paying out is a very slow process.

Our main difficulty here is congestion, and one wonders how this can be got over, taking into consideration the lack of space. Possibly rail entrances and exits to each booth might assist to some extent, also a few prominent notices in English and Chinese requesting people to pass on; the trouble is, however, that there appear to be a number of people without the slightest intention of betting, whose object seems to be to get in the way of those that do.

How to Bet and Win.

A small publication contributed by Mr. Geoffrey Gilbey, the Racing Correspondent of the Daily Express, in conjunction with one styling himself "Consul," published by The Abbey Press, Ltd., of 32 and 34, Great Peter Street, Westminster, S.W. 1, has aroused some interest in racing circles. The system expounded is based upon racing information published in the principal daily and sporting papers by expert racing correspondents. It must be remembered that the principal racing correspondents today are men of repute with a thorough knowledge of their profession, and men upon whom to quote a large extent, the circulation of a paper depends; in other words the correspondent must produce winners.

Mr. Gilbey and "Consul" prove, after a résumé of racing over a period of several years, that this system, if followed absolutely consistently, is a winner. The method employed is to follow the daily starred selection, or in other words "The Best Thing of the Day," and each correspondent does give one special tip daily, denoted by a star.

A table is published against each of the principal racing correspondents giving their daily record over a period of years, and at the foot of each is given his average number of consecutive losing tips; this average is termed the indicator figure.

As an example we take the corresponding "Form" of the Sporting Chronicle, whose indicator is 1 when he has given two consecutive losing "Naps." Then invest as follows, and just for example's sake we start with £1.

1st Stake say £1 loses.
2nd " 4 " "
3rd " 4 " "
4th " 8 wins at
Total Win £20
Less 1st, 2nd and 3rd
Stakes 7
Net win on game £13

Each series of investments is reckoned a game; never stake more than four times; always double your stakes as above, and if you lose write this off as a lost game. An analysis of flat racing information over 1927-1929, also in the book, gives "Book Special" at the top of the list with an average of 12 2/3 winning games to 1 loss, and at the bottom in "Form" of the Evening Standard who returns an average of 3 winning games to 1 loss. (Continued at foot of next column.)

LOCAL FOOTBALL.

CLOSING MATCHES IN THE LEAGUE.

AMENDED FIXTURE LIST.

The following are the dates and fixtures for the remainder of the season's programme in the Hong Kong Football League:—

Wednesday, April 22.

Division I.—Police v. R.A., Kowloon F.C. ground, referee Mr. T. G. Stokes. South China v. Navy, Caroline Hill, referee Len. Sign. Archer. Club v. Kowloon, H.K. F.C. ground, referee Art. Bdr. Brown. Kick-off at 3 p.m.

Division II.—Eastern v. Kowloon, Chatham Road ground, referee Mr. Cull. Kick-off at 5 p.m.

Saturday, April 25.

Division I.—South Wales Borderers v. Kowloon, Kowloon F.C. ground, referee Art. Bdr. Brown. Police v. Navy, Chatham Road ground, referee Mr. J. W. Baldwin. South China v. Chinese Athletic, Caroline Hill, referee Sgt. Caswell. Kick-off at 4.30 p.m.

Tuesday, April 28.

Division I.—Club v. South Wales Borderers, H.K.F.C. ground, referee Q. M. S. Scott. Kick-off at 5 p.m.

Wednesday, April 29.

Division I.—South China v. Navy, Caroline Hill, referee Ldr. Sign. Archer. Kick-off at 3 p.m.

Thursday, April 30.

Division I.—Chinese Athletic v. South Wales Borderers, Stadium, referee Sgt. Caswell. Kick-off at 5 p.m.

Saturday, May 2.

Division I.—South Wales Borderers v. Royal Artillery, Chatham Road ground, referee Mr. T. G. Stokes. Kick-off at 5 p.m.

HOME FOOTBALL.

LEAGUE MATCH RESULTS.

[THROUGH REUTER'S AGENCY.]

LONDON, April 20.

The following were the results of football matches played to-day in the English and Scottish League:—

Division I.

Wednesday 3 Derby 2

Division III. (Southern).

Crystal P. 3 Clapton O. 1

Division III. (Northern).

Hull 5 Hartlepool 0

SCOTTISH LEAGUE.

St. Mirren 0 Morton 0

CRICKET.

UNIVERSITY TEAMS FOR TO-DAY AND SATURDAY.

The following have been selected to represent the University 1st XI. in a League match against R.A. on Saturday, April 25 at 2 p.m., sharp on the Home ground:—D. J. N. Anderson (Capt.), A. Baker, L. T. Ride, D. K. Samy, F. A. Redmond, A. B. Sullivan, A. M. Rodriguez, A. T. Nomanbhoy, A. Chan Fook, K. P. Gan, E. R. Zimmern.

The following have been selected to represent the University 2nd XI. in a League match against R.E. to-day at 2 p.m. on the Home ground:—K. T. Loke (Capt.), F. Hiptoola, G. S. Scully, G. E. Yeoh, P. L. Tan, P. M. N. da Silva, R. E. G. Leong, H. Nomanbhoy, T. R. Zimmern, W. James, E. Gosano.

This system, I most strongly recommend, should only be followed after a careful study of the publication, as there are several small points which need careful attention.

Altogether a tame method of betting, though preferable to investments at random on every race, on horses because you like their names, on jockey's tips, on doubling up, and on plunging on a horse because somebody who knows some body else, whose kitchen maid is walking out with a lad in the stable, produces you a certainty.

HONG KONG POLO CLUB.

G.O.C. PRESIDES AT ANNUAL MEETING.

REVIEW OF PAST SEASON'S ACTIVITIES.

The annual meeting of the Hong Kong Polo Club was held in the board room of Messrs. Jardine, Matheson, and Co. Ltd., yesterday when Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., presided.

Addressing the meeting, His Excellency said:—Gentlemen:—An examination of the income and expenditure account for the twelve months ending February 29, 1931, reveals little difference from the comparative figures for the previous twelve months. No special repairs either to the ground or pavilion were undertaken during the period under review but a contribution was made towards the expenses of the visiting Green Howards team. Upkeep of the ground and pavilion shows a slight increase in charges whilst subscriptions show a reduction of \$200 as compared with last year. The grant from the Jockey Club, as explained by my predecessor in the chair a year ago, was reduced from \$2,500 to \$1,500 owing to heavy expenditure into which that Club has entered. Nevertheless at the reduced figure the gift is a most generous one and I know that I am expressing the opinion of all members of the Club when I sincerely thank the Stewards of the Jockey Club for their help. Furthermore they have granted us a similar sum for the current year.

Self-Supporting Basis.

The balance sheet shows that we have on hand in cash approximately \$5,000 which is clear of liabilities. In view, however, of the badly worn condition of the ground, it has seemed advisable to us to use the Jockey Club's grant to establish a special reserve for future repairs and re-turfing. This leaves us some \$3,500 unencumbered and puts the Club in a comparatively satisfactory position. You will note that all ordinary overhead charges are met by current revenue and so apart from major repairs we are on a self-supporting basis.

Turning from the accounts, we may briefly review the Club's activities. During the year ordinary station polo has been played consistently, but during the winter months, days of play were reduced from three days to two per week in order not to clash with fixtures of the Fanling Hunt and in view of the fact that many of our military players were in camp. Again this year it was found impossible to send a team to Shanghai to challenge for the Kewick Cup. In this connection it is interesting to note that Tientsin played Shanghai for this trophy but it was retained by the latter. There has been no interport in which our Club has taken part since 1927, but it is hoped that we shall be able to challenge this autumn. The conditions of the Cup call for play in Shanghai and we understand that there is a possibility that the 93rd might send a regimental side at the same time. The Club has sufficient funds to finance, at least, a part of this venture and in view of Shanghai's sporting attitude in the past in sending teams to Hong Kong, everything possible should be done to make this effort.

Outstanding Features.

The outstanding feature of the year was the visit from Shanghai of the Green Howards' regimental team. During their visit they played three matches, in the first defeating Hong Kong Civilian; in the second the Army in Hong Kong and in the third they lost to the Hong Kong Polo Club.

Also during the season the "K.O.Y.L.I." Cup was completed for and resulted in a win for the "P.B.I." composed of Capt. Carmichael, Mr. Worrall, Mr. Bramwell and Mr. Davidson. In the finals they defeated the civilian

side while other competitors were "Headquarters" and Royal Artillery. In addition one or two smaller informal tournaments were arranged.

As regards the tenure of the ground, there is nothing new to report and our present allotment thereof expires on September 15, of this year. From the report of the Playing Fields Committee published last year, we have reason to hope it will be renewed for a further period of five years. Meanwhile the Royal Naval Recreation Club has made use of our ground throughout the year, on Saturday and Sunday afternoons for football and hockey. As you know this has resulted in grave damage to the turf. By the terms of our agreement in lending the ground to this club we were to be reimbursed with a sum not exceeding \$500 a year as damages. In this respect I would like to thank Commander Morris for a gift of \$250 which he has forwarded on behalf of the Royal Naval Recreation Club for 1930.

During the trooping season we have lost the hearty support to polo which was given by the 1st Bn. The Somerset Light Infantry. We deplore their absence but welcome in their place the South Wales Borderers who have proved worthy successors. The Royal Artillery continue their active interest, and I think that we may look forward to a very successful summer season.

I now propose the adoption of the report and accounts as before you. Will someone kindly second? This was done by Mr. A. J. P. Heard and the motion was carried unanimously.

The election of officers resulted as follows:—Vice-presidents: H. E. Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., Hon. Mr. J. J. Paterson and Colonel Savile. Chairman: Major-General Sandilands. Hon. Secretary: Mr. W. T. Stanton. Committee: Major Hewson, Major Somerville, Captain Stewart and Messrs A. J. P. Heard and R. G. Gordon.

H.K.C.C. TENNIS TOURNAMENT.

TO-DAY'S SEMI-FINAL.

RIVALRY MEETING.

The weather seems to have taken a definite turn for the good, and although ground conditions did not permit of any play yesterday, the prospects for a resumption of the Tournament to-day are very rosy. A very fine match bids fair to mark the resumption. The tie is the first of the two semi-final matches of the Open Singles Championship of the Colony, the engaging parties being M. W. Lo, champion in 1929, and E. C. Fincher, runner-up last year.

To enter the semi-final, M. W. Lo drew a bye in the first round, and beat the following:—

J. M. A. Razack 6-1, 0-2
Ho Wai Hing 6-0, 0-2
M. K. Lo 6-4, 0-6
A. L. Sullivan 6-4, 0-1

E. Fincher also drew a bye in the first round, and in his progress met and defeated:—

R. Chon 6-0, 7-5
E. Zimmern 6-2, 6-1
Ng See Cheung 6-1, 6-4
T. Hona 3-6, 8-1, 6-1

The uncertainty which has hitherto prevailed as to each other's prospects of qualifying for the final, has now been intensified on account of their forced inactivity during the past seven or eight days, due to rain. Much will therefore depend on who will strike form. Personal rivalry between the two is also very keen, and so a tremendous hard struggle might result.

To-day's programme is as follows:—

Open Singles.

E. C. Fincher v. M. W. Lo.

Handicap Singles "B."

R. H. Wild (rec. 3/0) v. J. H. Anderson (rec. 3/0).

H. Owen Hughes (owe 15/2) v. H. J. Armstrong (owe 15) or Raiton (rec. 3/0).

L. Forster (owe 15/2) v. A. B. Raworth (owe 4/0).

Handicap Doubles.

Redmond and Ride (owe 4/0) v. Petrie and Lewis (scr.).

Stock and Humphreys v. Nash and Hill.

Wood and Lennox v. Keyserling and Jensen.

Mixed Doubles.

E. J. Dowley and Mrs. Dowley (rec. 3/0) v. C. E. Holmes and Miss Taylor (owe 2/0).

H. R. Remington and Mrs. H. Owen Hughes (rec. 2/0) v. Monaghan and Mrs. C. P. F. James (rec. 4/0).

side while other competitors were "Headquarters" and Royal Artillery. In addition one or two smaller informal tournaments were arranged.

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KOWLOON STORE RIFLED.

SUSPECT DISCHARGED.

Yip Yu Kuen was yesterday charged before Mr. E. W. Hamilton at the Kowloon Police Court, with having broken into a store at 328, Nathan Road, on April 15 and with having stolen various articles including tools, chocolates, jade rings, and religious medals to the total value of \$160, the property of O. F. Ribeiro, the complainant. Detective-Sergeant Fitches, outlining the case, said that the store had practically closed down through lack of business. The complainant usually visited the store in the morning and then went to his work in town returning in the evening. On April 15 he visited the store as usual and then went to his work, and when he returned in the evening found that the store had been rifled, the method of entry being through the window—a bar of which had been forced open. The following day the defendant was arrested when trying to sell a hand-vise to a hawker in the street. Mr. Ribeiro, giving evidence, stated that the hand-vise was similar to those sold by him, but the mark was not his, but the manufacturer's.

The uncertainty which has hitherto prevailed as to each other's prospects of qualifying for the final, has now been intensified on account of their forced inactivity during the past seven or eight days, due to rain. Much will therefore depend on who will strike form. Personal rivalry between the two is also very keen, and so a tremendous hard struggle might result.

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GRUESOME SCENE
AT TRAIN WRECK.

(Continued from Page 7.)

One possible explanation of the accident was given to us by an engineer on the scene. The railway at this point is built on an embankment which runs along the side of a steep hill and makes a deep gully between it and the hill. The tremendous force of the water, following heavy rainfall, filled this gully and washed part of the embankment away weakening the support to the railway track. When the train arrived at the weakened track, it plunged into the gully. It is impossible to imagine the sight of this huge locomotive and carriages made as they crashed into the rocky side of the hill. Wreckage was scattered everywhere and the tracks were completely torn up.

Splendid Rescue Work.

All those who witnessed the work of the rescuing party on Monday night and yesterday paid tribute to the splendid work which these men did. Europeans and Chinese worked shoulder to shoulder to render what assistance they could to those who were involved. Early yesterday morning a party of men from the local Fire Brigade were at the scene of the wreckage, under Superintendent Brooks. The Sanitary Department sent a large contingent of coolies who rendered invaluable work while Government and railway officials worked side by side with them among the debris.

Several European doctors spent many hours at the scene of the wreckage as it became necessary in some cases to amputate a leg or arm before it was possible to extricate some of the bodies. Just as we arrived at the scene we saw members of the Red Cross Brigade carrying away a boy on a stretcher who had had his leg amputated.

The breakdown gang lost no time in re-establishing communications and clearing the track as far as possible. The undamaged wagon was towed away in the morning and the tedious task of removing the twisted mass of wreckage was also undertaken as soon as it was possible to do so. The engine according to an expert on the scene, was a total wreck.

Ambulance Officer's Work.

Mr. A. el Areulli, the local solicitor, who lives in Shatin, rendered valuable service in conveying the injured on his motor car from about a mile from the scene of the wreck to the point where Dr. Farr's car sunk in the road.

Interviewed, Mr. el Areulli said that both the Taiipo and Castle Peak Roads were blocked in several places.

"I think the cause of the accident was a cloud burst. The supports on the track very probably gave way through the heavy rush of water and the locomotive and carriages just tumbled over," said Mr. el Areulli. He added that Drs. Court, Smalley and Farr were all hard at work, doing the best they could for the injured under conditions which were far from favourable. The Hon. Inspector General of Police, Mr. Burlingham, D.S.P. (Kowloon) and Mr. Walker, the manager of the Railway, were early on the scene while Mr. L. C. F. Bellamy was directing the bus services. These vehicles were sent out to pick up the passengers from the Canton Express and the train which followed the one that came to grief. As soon as news of the disaster came through, the railway authorities rushed ambulances to the scene while residents in that vicinity gave invaluable assistance.

Villagers Washed Away.

Regarding the general condition of the district around Shatin, several villagers have lost their lives through being swept down to the sea by the heavy rains. It is believed much damage has been done to the land and crops while the bridge just outside the long tunnel is also down.

Mr. el-Areulli is the Superintendent of the Indian Division of the St. John Ambulance Brigade, and a busy time conveying the injured who were placed on stretchers across his car. He started work shortly before 7 p.m. and it was not till 9 a.m. that he was relieved.

At Tsun Wan.

The villagers at Tsun Wan also came in for a trying time as rain was pouring in sheets as a result of which a woman belonging to the Ho Pui Village lost her life. She was in her match and this was swept away by the rising stream. The woman was trapped inside and drowned but her body was recovered later and removed to the Kowloon Mortuary.

A soy factory in the district was damaged to the extent of about \$8,000 through the works being swept away by the downpour while reports have been made to the police of the loss of several head of pigs and cattle. Many matchsheds have been seriously damaged and in places the road has been washed away.

(Continued on next column.)

DARING SWINDLE
ALLEGED.

LARGE SUM INVOLVED.

Charges of attempted fraud involving a sum of \$50,000 were preferred against two Chinese at the Central Magistracy yesterday.

The first accused was charged with forging the chop of the Kwan On Loong, well-known rice merchants of Shekhi and Hong Kong, with uttering a forged document purporting to be an order for certain deposit receipts, and with attempting to obtain these deposit receipts by false pretences from the Commercial Press of Queen's Road Central; and the second accused was charged jointly with the first on the last count.

Mr. F. O. E. Rendall, who appeared for the Kwan On Loong firm, stated that like many other native firms, the Kwan On Loong issued deposit receipts for up-country trading purposes, these being usually in books of 100, of a value of \$50 each; in fact, they were used by letters of credit or banknotes by the firm's customers.

On March 9, the first accused brought a forged order which was for ten of these books, the total value of which would amount to \$50,000, to the Commercial Press in Catchick Street, and stated that he was from the Kwan On Loong firm. The price for printing these forms was \$100 and the defendant deposited \$50, and was told to come back within three weeks to get the forms.

Trap Laid.

As a precaution, the Commercial Press sent a letter together with two agreements to the Kwan On Loong firm in Shekhi to confirm the order. The next day they received a reply from the Kwan On Loong to the effect that they had not ordered the printing of the receipts and they did not know a man named Yuen Tak Choi (alias of the first defendant). A few days later the managing partner and a fohi of the Kwan On Loong firm came down to Hong Kong and immediately went to the Commercial Press where they had a discussion, and a trap was laid for the first defendant.

On March 30 the Commercial Press received a telephone message from the first defendant about the forms and was told to come and get them the next day. The next day, however, the first defendant did not turn up, and the day after that the second defendant came and asked for the forms, at the same time saying that he was sent by the first defendant. The managing partner of the Kwan On Loong firm was immediately informed, and later the man was arrested. From information given by the second defendant, the first accused was arrested in a house in Queen's Road Central.

After several witnesses had given evidence bearing out Mr. Rendall's opening, the case was adjourned.

Engine Driver Succumbs.

The engine-driver, who had his leg amputated, succumbed to his injuries at about 2.30 p.m. yesterday at the Kowloon Hospital, while a woman who was suffering from very serious internal injuries also passed away.

At 9.30 p.m. last night the report given by the police was to the effect that six bodies, two female and four male, had been claimed to the Kowloon Mortuary. The exact number of casualties was not known though it was stated that up to a late hour last night three or four bodies were pinned beneath the debris. Meanwhile rescue work is going on apace and some idea as to the number of killed and injured might be given this morning.

The youth and small boy who had their legs amputated at the scene were sent to the Kowloon Hospital and according to one source, the former passed away soon after admission.

Observatory Statement.

Mr. R. D. Evans, of the Royal Observatory, informed us that no special report of any exceptional weather had been received either from Taiipo or Fanling, upon which places they rely for reports of weather in the New Territories.

Mr. Evans said that there was no liaison between the Railway Company and the Observatory except that the authorities know when the wind reached a force of 60 m.p.h. There was no arrangement for warning about heavy rainfall. "I don't see how we could," said Mr. Evans. "We do our best to forecast the weather, but we do not know how much falls until the reports come in much later, and long after they would be any use to the Railway."

"You think then that as far as you are concerned the Railway authorities must watch their track, and you are not in a position to help them."

Mr. Evans agreed that that was his view of the matter.

ANIMAL WELFARE.

WHAT THE LOCAL S.P.C.A. IS DOING.

INTERESTING BROADCAST ADDRESS.

The following excerpts are taken from an address broadcast on Monday night by a member of the R.S.P.C.A.:-

A great change has taken place in public opinion during recent years in regard to the treatment of animals, and this is largely due to the work of the R.S.P.C.A. in its educational work. Without humane education, the thoughtless and the ignorant become callous, and brutal. In Britain and many other countries, organisations, called "The Band of Mercy" movement, have been formed and children are gradually trained in habits of kindness, and gentleness towards all animals. Children are naturally interested in animals, so that little lessons on animal welfare are much appreciated by them. It might be as well to think of kindness, as an emotional disturbance, as a reflection of love. If you draw a triangle with love at the apex, harmony and devotion at the base, you will have a trinity of three wonderfully strong influences that can be brought to bear on our daily life.

I commend the work of our local society to your consideration, with the sincere wish that when the occasion arises, you also will become a protector of those of the animal kingdom.

Work of the S.P.C.A.

The Society investigated the various acts of Parliament for the prevention of cruelty to animals from the time when in 1822 animals first obtained a legal status. It has also seen that these laws have been kept, and the society's inspectors have power to inspect premises and issue summonses. But the Society's real and most important object is to keep people out of prison, by grafting in them, by education, a moral responsibility towards animals in their charge. Advice may be obtained on the care and treatment of domestic animals and the inspectors attend race meetings or sports where animals are participating, in order to insure that humane conditions are employed. The policy of the Society is very wide, and receives the support of many people, who on various subjects of controversy, hold entirely different views but all unite in desiring to put down the universal recognised acts of cruelty of a practical policy by organising humane slaughtering demonstrations given by experts, to show the most humane and expeditious methods of taking animal life, by organising horse shows, and by having stalls at agricultural shows attended by men who earn their living by dealing in animals.

By arrangement with the police, our Society will now collect stray dogs picked up by the police and taken to Kennedy Town, where they are destroyed unless claimed by their owners. We will regularly advertise in the local Press the number of dogs with descriptions of breed and markings, and if owners of dogs will communicate with our Home or ring up Mr. Fowler (tel. No. 56802) information will be obtained with reference to their dogs, if at the Home. This arrangement has been made in order to reduce the number of dogs destroyed every month by the police.

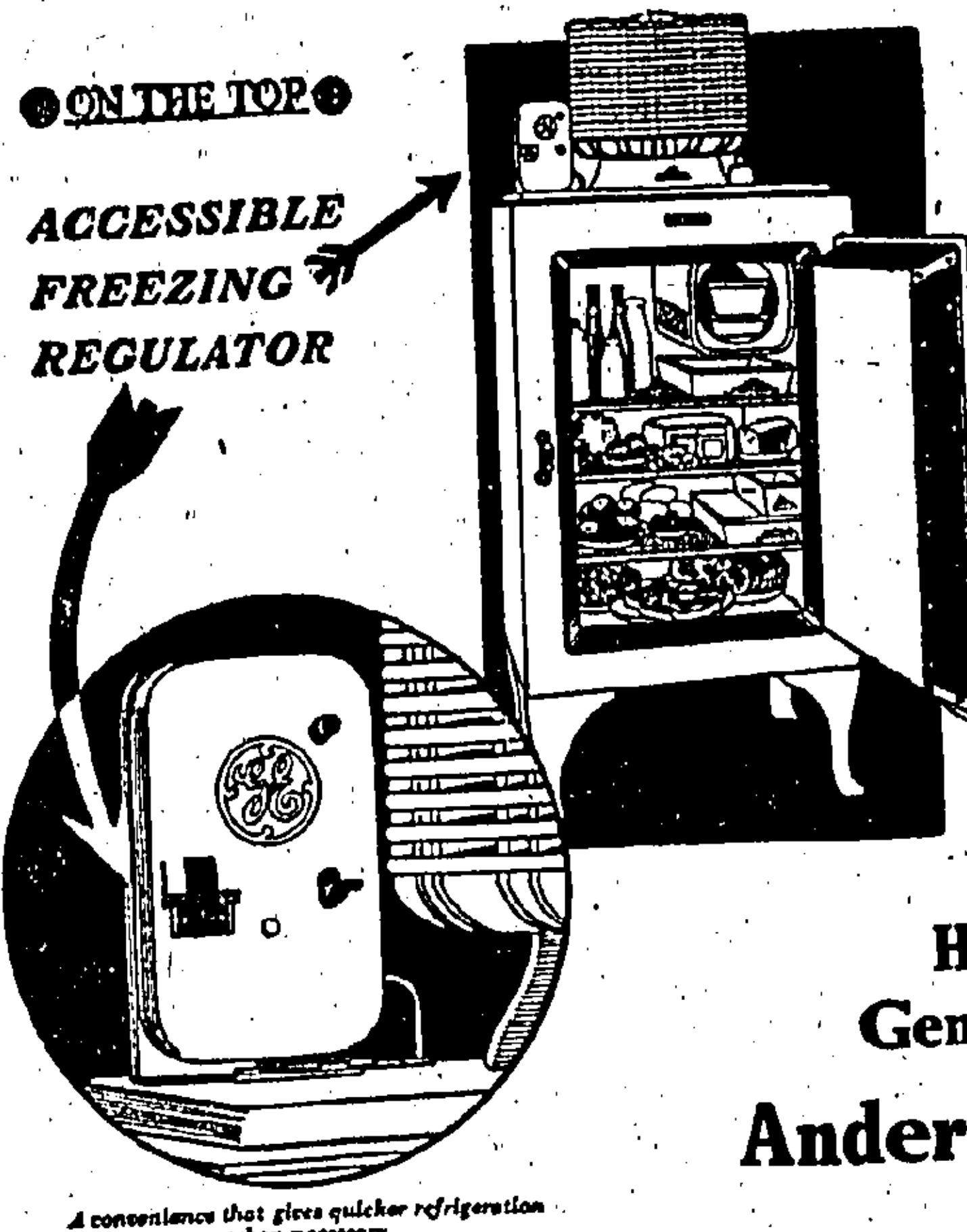
To become a member of our Society a subscription of \$2-00 or a donation to our funds will bring you into our membership. If in your district you can form a small group who may be interested in the work, you can arrange with our Secretary for one or more of your party to attend our monthly meetings. A great deal of organisation is still needed, and can only be carried through if more assistance is forthcoming.

Our scheme to centralise the buying and selling of birds, dogs and other animals should be worthy of all help from those in power. The places in use just now for the sale of animals are not at all suitable being dark and insanitary, and not conducive to the well-being of animals.

If sufficient interest is displayed by members, it might be possible to organize a dog and cat show to demonstrate how animals respond to care and kind treatment. I see the Rotary Club have a side branch called the Community of Service. I should like to see a representative from that body on our Committee.

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GUARANTEE

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DAVID HOUSE.

FOLK DANCE AND SONG.

INTERNATIONAL FESTIVAL
ON MAY 9.

The Festival which is to take place on Saturday, May 9 promises to be of very varied interest. It will be definitely international and one of its principal objects is the promotion of good fellowship and mutual understanding among the different races and nationalities represented in this Colony. It is impossible in a short paragraph to give any idea of the full range of the entertainment but mention of some of the items will indicate that its scope is a wide one.

England will be represented by a variety of folk dances and songs. It is interesting to note that the origin of some of these dances goes back thousands of years. Ireland, Scotland and Wales will also be represented by both dances and songs. For all of these dances the national costume will be worn. It should be mentioned that the Societies of St. George, St. Andrew, St. Patrick and St. David are interesting themselves in the Festival.

It will be seen that Great Britain and Ireland can provide a great variety of national songs and dances but those who attend will have the opportunity of enjoying national items of very great diversity from all parts of the world. There will be Chinese and Japanese items; the German community will sing some of their beautiful folk songs, the United States of America will have the opportunity to enjoy a demonstration of one of Spain's lovely dances, the Portuguese are contributing some national songs and some of Denmark's ancient songs will be sung.

In addition there will be the Hornpipe and sea shanties, singing games, the Maypole, and selections by the band of the German community.

The festival will be held in the grounds of the Diocesan Girls' School, Kowloon, under the distinguished patronage of H. E. the Governor and Lady Peel.

JUST PUBLISHED.

1931

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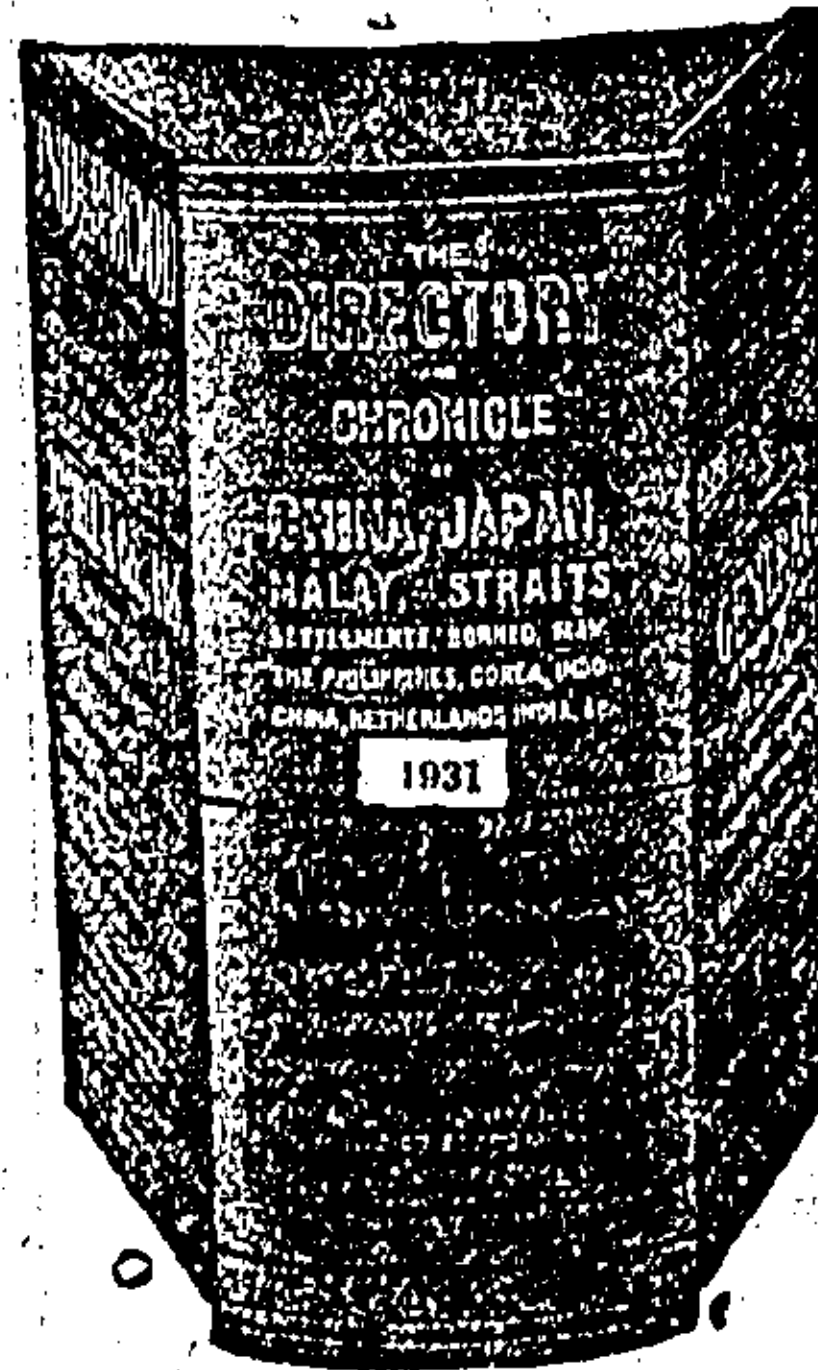
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LEAGUE BASEBALL
STARTS.CHAMPIONS TAKE OPENING
GAME.BABE RUTH STARTS WELL
WITH HOME RUN.

New York, April 14.—Thousands in eight cities roared their welcome to the 1931 major league baseball season to-day as fair weather favoured the opening games.

The home-coming Boston Red Sox came down to Gotham Town only to be vanquished 6 to 3 by diminutive Joe McCarthy's New York Yankees at the Yankee Stadium on the edge of the Bronx, while at Griffith Stadium in Washington President Hoover and a distinguished gathering saw Connie Mack's world champion Philadelphia Athletics win 5 to 3 from the Washington Senators.

Out in Cincinnati the dangerous St. Louis Cardinals trounced the Reds to the tune of 7 to 2 and in Quaker Town the New York Giants staged a slugfest to swamp the lowly Philadelphia Phillies 9 to 5.

Cubs Beat Pirates.

Fans in Chicago saw the Cubs outthrust and outplay the Pittsburgh Pirates to win 6 to 2 while in Cleveland the Indians just managed to nose out the Chicago White Sox 3 to 4.

There was a free hitting affair in Boston which Uncle Wilbert Robinson's Brooklyn Dodgers lost. The Braves staged one of the major upsets of the day by trouncing the Dodgers 7 to 4.

The St. Louis Browns, playing on their own home grounds, also pulled a surprise by winning 7 to 3 from the Detroit Tigers.

Following are the scores of to-day's major league baseball contests, the games which opened a season which will run until next autumn when each team will have played 155 games:—

AMERICAN LEAGUE.

	R.	H.	E.
Philadelphia	5	9	0
Washington	3	10	1
Boston	3	8	1
New York	0	11	0
Chicago	4	8	1
Cleveland	5	14	0
Detroit	3	6	3
St. Louis	7	12	0

NATIONAL LEAGUE.

	R.	H.	E.
Brooklyn	4	11	2
Boston	7	12	8
St. Louis	7	10	0
Cincinnati	3	9	2
New York	9	14	0
Philadelphia	5	0	1
Pittsburgh	2	4	0
Chicago	6	10	0

Home Run by Babe Ruth.

As far as baseball fans in New York are concerned all is well with the world. Mr. George Herman "Babe" Ruth started the season with a home run.

In the seventh inning of the game at the Yankee Stadium the Bambino stepped to the plate and socked the horseshoe for the circuit, adding to the down-fall of the Red Sox.

Out in Chicago Hack Wilson, Cub outfielder who took home run honours away from the King of Swat last year, did not fare so well. The Hack managed to connect for one bingle. But he failed to deliver a four sack for Windy City fans.

The game between the Senators and the Athletics in Washington was graced with the attendance of President Hoover and his Cabinet. At Griffith Stadium the Chief Magistrate tossed out the first ball. Nick Altrock, the foremost comedian of baseball caught the ball thrown by the President. The President, on the basis of his performance to-day, needs a little more practise to get the rust out of his arm.

When the Bambino cracked out his home run in New York the bases were empty. For he was the first at bat in the seventh frame.

More Home Runs.

Chuck Klein, hard hitting outfielder of the Philadelphia Phillies, socked a home run for the Quakers. But his work was not enough to overcome the slugging of Jawa McCraw's Giants. Met Out and Critz pounded out four suckers for the Giants.

Strip was the feature of the play for the Cincinnati Reds. His home run, however, was unavailing against the big stick work of the Cards.

Gabby Hartnett, Cub catcher, won honourable mention to-day. In the second inning of the game between the Cubs and the Pirates and with Reggie Stephenson, Chicago outfielder, on base ahead ahead of him, Hartnett hit a home run which gave the National League champions the lead. The Cubs later extended their two runs lead into four runs.

Great crowds attended the opening games everywhere but in St. Louis, where only 5,000 fans paid to see King Baseball come back for the 1931 season.

ADVERTISED SAILINGS FROM HONG KONG

ALEXANDRIA.

Pros. Harrison, Dollar, May 3.
Pros. Hayes, Dollar, May 17.
Pros. Fillmore, Dollar, May 31.

AMOEY.

Taiyuan, B. & S., April 23.
Sirdhana, B.I., April 24.
Tijaroon, J.C.J.L., April 25.
Suisang, Jardine's, April 25.
Anhui, B. & S., April 27.
Hanching, Douglas, April 28.
Tianan, B. & S., April 29.
Tjikembang, J.C.J.L., April 30.
Hosang, Jardine's, May 6.
Talaia, B.I., May 8.
Tjikarang, J.C.J.L., May 8.
Kutsang, Jardine's, May 19.
Santhia, B.I., May 24.

ANTWERP.

Soudan, P. & O., May 2.
Terukuni Maru, N.Y.K., May 2.
Kalyan, P. & O., May 9.
Danmark, Manners, May 10.
Rheinland, Jelsen, May 12.
Hakusan Maru, N.Y.K., May 16.
Java, Manners, May 22.
Burdwan, P. & O., May 30.

AUSTRALIAN PORTS.

Change, B. & S., April 22.
Kamo Maru, N.Y.K., April 25.
Nellore, E. & A., May 1.
Taiping, B. & S., May 19.
Kitano Maru, N.Y.K., May 23.
Tanda, E. & A., May 30.

BALIC PORTS.

Danmark, Manners, May 10.
Java, Manners, May 22.

BALTIMORE.

Tweedbank, Bank, May 4.

BANGKOK.

Liangchow, B. & S., April 22.
Kwangtung, B. & S., April 23.

BARCELONA.

Burgenland, Jelsen, April 22.
Fulda, Melchers, May 2.
Trier, Melchers, May 30.

BELOWAN-DELL.

Van Heutsz, J.C.J.L., April 23.

BOMBAY.

Tottori Maru, N.Y.K., April 27.
Yamagata Maru, N.Y.K., April 30.
Kiddorpo, P. & O., May 5.
Col. di Lana, Dodwell's, May 10.
Iyo Maru, N.Y.K., May 11.
Cracovia, Dodwell's, May 17.
Comorin, P. & O., May 23.

BOSTON.

Tauyama Maru, N.Y.K., May 2.
Pros. Harrison, Dollar, May 3.
Tweedbank, Bank, May 4.
Pros. Hayes, Dollar, May 17.
Siamese Prince, Furness, May 19.
Asuka Maru, N.Y.K., May 23.
Pros. Fillmore, Dollar, May 31.

BREMEN.

Franken, Melchers, April 25.
Fulda, Melchers, May 2.
Trier, Melchers, May 17.
Trier, Melchers, May 30.

BRINDISI.

Col. di Lana, Dodwell's, May 10.
Cracovia, Dodwell's, May 17.

CALCUTTA.

Akita Maru, N.Y.K., April 29.
Takada, B.I., May 5.
Kumsang, Jardine's, May 8.
Nagata Maru, N.Y.K., May 8.
Sirdhana, B.I., May 13.
Suisang, Jardine's, May 16.
Tilawa, B.I., May 27.

CASABLANCA.

Perseus, B.F., April 23.
Kalyan, P. & O., May 9.

CHEFOO.

Huichow, B. & S., May 1.
Kueichow, B. & S., May 15.

COLOMBO.

Rajputana, P. & O., April 25.
Tottori Maru, N.Y.K., April 27.
Felix Roussel, M.M., April 28.
Yamagata Maru, N.Y.K., April 30.
Soudan, P. & O., May 2.
Terukuni Maru, N.Y.K., May 2.
Pros. Harrison, Dollar, May 3.
Kiddorpo, P. & O., May 5.
Glenluce, Jardine's, May 7.
Kalyan, P. & O., May 9.
Col. di Lana, Dodwell's, May 10.
Iyo Maru, N.Y.K., May 11.
Aeneas, B.F., May 12.
General Metzinger, M.M., May 12.
Hakusan Maru, N.Y.K., May 16.
Cracovia, Dodwell's, May 17.
Pros. Hayes, Dollar, May 17.
Comorin, P. & O., May 23.
Sphinx, M.M., May 26.
Burdwan, P. & O., May 30.
Gleniffer, Jardine's, May 30.
Pros. Fillmore, Dollar, May 31.

COPENHAGEN.

Danmark, Manners, May 10.
Java, Manners, May 22.

DALNY.

Ichang, B. & S., April 23.
Huichow, B. & S., April 27.
Sarpedon, B.F., May 2.
Teau, B. & S., May 4.

DUTCH PORTS.

Burgenland, Jelsen, April 22.
Franken, Melchers, April 25.
Perseus, B.F., April 28.
Fulda, Melchers, May 2.
Soudan, P. & O., May 2.
Terukuni Maru, N.Y.K., May 2.
Glenluce, Jardine's, May 7.
Kalyan, P. & O., May 9.
Vogtland, Jelsen, May 9.
Danmark, Manners, May 10.
Aeneas, B.F., May 12.
Nanking, Gilman's, May 12.
Rheinland, Jelsen, May 12.
City of Athens, Bank, May 16.
Hakusan Maru, N.Y.K., May 16.
Trave, Melchers, May 17.
Java, Manners, May 22.
Duisburg, Jelsen, May 23.
Burdwan, P. & O., May 30.
Gleniffer, Jardine's, May 30.
Trier, Melchers, May 30.

FOOCHOW.

Haiyang, Douglas, April 24.
Chipsing, Jardine's, April 25.
Tiching, Jelsen, April 25.
Huichow, B. & S., May 1.
Cheongshing, Jardine's, May 10.
Kueichow, B. & S., May 15.

GENOA.

Burgenland, Jelsen, April 22.
Fulda, Melchers, May 2.
Pros. Harrison, Dollar, May 3.
Vogtland, Jelsen, May 9.
Col. di Lana, Dodwell's, May 10.
Nanking, Gilman's, May 12.
Rheinland, Jelsen, May 12.
Toyoaka Maru, N.Y.K., May 16.
Cracovia, Dodwell's, May 17.
Pros. Hayes, Dollar, May 17.
Duisburg, Jelsen, May 23.
Elpenor, B.F., May 20.
Trier, Melchers, May 30.
Pros. Fillmore, Dollar, May 31.

GLASGOW.

Aeneas, B.F., May 12.
Elpenor, B.F., May 20.

GOTENBURG.

Nanking, Gilman's, May 12.

HAIPHONG AND HOIHOW.

Liangchow, B. & S., April 22.
Kwangtung, B. & S., April 23.
Kingyuan, B. & S., May 8.

HAMBURG.

Burgenland, Jelsen, April 22.
Franken, Melchers, April 25.
Perseus, B.F., April 28.
Fulda, Melchers, May 2.
Soudan, P. & O., May 2.
Glenluce, Jardine's, May 7.
Vogtland, Jelsen, May 9.
Danmark, Manners, May 10.
Aeneas, B.F., May 12.
Nanking, Gilman's, May 12.
Rheinland, Jelsen, May 12.
City of Athens, Bank, May 16.
Trave, Melchers, May 17.
Java, Manners, May 22.
Duisburg, Jelsen, May 23.
Burdwan, P. & O., May 30.
Gleniffer, Jardine's, May 30.
Trier, Melchers, May 30.

HANKOW.

Soudan, P. & O., May 2.
Rheinland, Jelsen, May 12.
City of Athens, Bank, May 16.
Elpenor, B.F., May 20.

HONOLULU.

Bokuyo Maru, N.Y.K., April 22.
Chichibu Maru, N.Y.K., April 23.
Tosaka Maru, N.Y.K., May 13.
Rakuyo Maru, N.Y.K., May 23.
Asama Maru, N.Y.K., May 27.

JAPAN PORTS.

Bokuyo Maru, N.Y.K., April 22.
Comorin, P. & O., April 24.
Sirdhana, B.I., April 24.
Emp. of Canada, C.P.S., April 25.
Dukko Maru, N.Y.K., April 28.
Duisburg, Jelsen, April 28.
Suisang, Jardine's, April 28.
Achilles, B.F., April 27.
Sphinx, M.M., April 27.
Tokyo Maru, N.Y.K., April 27.
Alipore, P. & O., April 28.
Chichibu Maru, N.Y.K., April 29.
Gleniffer, Jardine's, April 29.
Kaga Maru, N.Y.K., April 29.
Penang Maru, N.Y.K., April 29.
Tirpitz, Jelsen, April 29.
Katori Maru, N.Y.K., May 2.
Sumatra, Gilman's, May 2.
Tauyama Maru, N.Y.K., May 2.
Tyndarus, B.F., May 2.
Moncalieri, Dodwell's, May 4.
Hosang, Jardine's, May 6.
Emp. of Russia, C.P.S., May 8.
Glenogie, Jardine's, May 8.
Kashmir, P. & O., May 8.
Menestheus, B.F., May 8.
Tanda, E. & A., May 8.
Tilawa, B. & S., May 8.
Hakusan Maru, N.Y.K., May 8.
Havelland, Jelsen, May 9.
Theus, B.F., May 9.
Porthos, M.M., May 11.
Tatsuta Maru, N.Y.K., May 13.
Lahn, Melchers, May 15.
Diomed, B.F., May 18.
Kutsang, Jardine's, May 10.
Nagara, Gilman's, May 22.
Ranpura, P. & O., May 22.
Asuka Maru, N.Y.K., May 23.
Emp. of Japan, C.P.S., May 23.
Sauerland, Jelsen, May 24.
Cienconcaux, M.M., May 25.
Glenahane, Jardine's, May 25.
Asama Maru, N.Y.K., May 27.
Gunge, Dodwell's, May 27.
Malaya, Manners, May 28.

KASHI.

Kueichow, B. & S., May 15.

KIDDERPORE.

Tyndarus, B.F., May 2.

KINGSTON.

Pros. Harrison, Dollar, May 3.

KOBLE.

Pros. Hayes, Dollar, May 17.

KODJEB.

Pros. Fillmore, Dollar, May 31.

KODJEB.

Pros. Fillmore, Dollar, May 31.

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Pros. Fillmore, Dollar, May 31.

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Pros. Fillmore, Dollar, May 31.

KODJEB.

Pros. Fillmore, Dollar, May 31.

KODJEB.

Pros. Fillmore, Dollar, May 31.

LISBON.

Trier, Melchers, May 30.

LIVERPOOL.

Toyoaka Maru, N.Y.K., May 15.
Elpenor, B.F., May 20.

LONDON.

Rajputana, P. & O., April 25.
Perseus, B.F., April 28.
Soudan, P. & O., May 2.
Terukuni Maru, N.Y.K., May 2.
Glenluce, Jardine's, May 7.
Kalyan, P. & O., May 9.
Col. di Lana, Dodwell's, May 10.
Aeneas, B.F., May 12.
City of Athens, Bank, May 16.
Hakusan Maru, N.Y.K., May 16.
Trave, Melchers, May 17.
Cracovia, Dodwell's, May 17.
Elpenor, B.F., May 20.
Comorin, P. & O., May 23.
Sphinx, M.M., May 26.
Burdwan, P. & O., May 30.
Gleniffer, Jardine's, May 30.

LOS ANGELES.

Bokuyo Maru, N.Y.K., April 22.
Pros. Grant, A.M.L., April 23.
Chichibu Maru, N.Y.K., April 23.
Pros. Cleveland, Dollar, May 12.
Tatsuta Maru, N.Y.K., May 13.
Rakuyo Maru, N.Y.K., May 23.
Pros. Pierce, Dollar, May 20.
Asama Maru, N.Y.K., May 27.

MANILA.

Change, B. & S., April 22.
Kamo Maru, N.Y.K., April 25.
Pros. Lincoln, Dollar, April 25.
Tijbadak, J.C.J.L., April 25.
Emp. of Russia, C.P.S., April 25.
Nellore, E. & A., May 1.
Fulda, Melchers, May 2.
Pros. Harrison, Dollar, May 3.
Pros. Cleveland, Dollar, May 3.
Pros. Madison, A.M.L., May 9.
Nanking, Gilman's, May 12.
Tjikembang, J.C.J.L., May 12.
Emp. of Japan, C.P.S., May 12.
Pros. Hayes, Dollar, May 17.
Pros. Pierce, Dollar, May 19.
Taiping, B. & S., May 19.
Kitano Maru, N.Y.K., May 23.
Kingsang, J.C.J.L., May 29.
Tanda, E. & A., May 30.
Trier, Melchers, May 30.
Pros. Fillmore, Dollar, May 31.

MARSEILLES.

Franken, Melchers, April 25.
Rajputana, P. & O., April 25.
Felix Roussel, M.M., April 28.
Perseus, B.F., April 28.
Soudan, P. & O., May 2.
Terukuni Maru, N.Y.K., May 2.
Pros. Harrison, Dollar, May 3.
Kalyan, P. & O., May 9.
Vogtland, Jelsen, May 9.
Danmark, Manners, May 10.
Aeneas, B.F., May 12.
General Metzinger, M.M., May 12.
Rheinland, Jelsen, May 12.
Toyoaka Maru, N.Y.K., May 16.
Hakusan Maru, N.Y.K., May 16.
Trave, Melchers, May 17.
Java, Manners, May 22.
Duisburg, Jelsen, May 23.
Burdwan, P. & O., May 30.
Sphinx, M.M., May 26.
Burdwan, P. & O., May 30.
Pros. Fillmore, Dollar, May 31.

NAPLES.

Pros. Harrison, Dollar, May 3.
Pros. Hayes, Dollar, May 17.
Siamese Prince, Furness, May 19.
Pros. Fillmore, Dollar, May 31.

NEW YORK, BOSTON, etc.

Pros. Grant, A.M.L., April 25.
Tauyama Maru, N.Y.K., May 2.
Pros. Harrison, Dollar, May 3.
Tweedbank, Bank, May 4.
Pros. Hayes, Dollar, May 17.
Siamese Prince, Furness, May 19.
Asuka Maru, N.Y.K., May 23.
Pros. Pierce, Dollar, May 20.
Pros. Fillmore, Dollar, May 31.

NEWOWHANG.

Ichang, B. & S., April 23.
Huichow, B. & S., April 27.
Teau, B. & S., May 4.

NINGPO.

Huichow, B. & S., April 27.

NORTH CHINA PORTS.

Sarpedon, B.F., May 2.

NORTH CHINA PORTS.

Tauyama Maru, N.Y.K., May 2.

NORTH CHINA PORTS.

Trier, Melchers, May 5.

NORTH CHINA PORTS.

Lahn, Melchers, May 15.

NORTH CHINA PORTS.

Asuka Maru, N.Y.K., May 23.

NORTH CHINA PORTS.

Pros. Pierce, Dollar, May 20.

NORTH CHINA PORTS.

Pros. Fillmore, Dollar, May 31.

NORTH CHINA PORTS.

Pros. Fillmore, Dollar, May 31.

NORTH CHINA PORTS.

Pros. Fillmore, Dollar, May 31.

PORT SAID.

Rajputana, P. & O., April 25.
Felix Roussel, M.M., April 28.
Perseus, B.F., April 28.
Soudan, P. & O., May 2.
Terukuni Maru, N.Y.K., May 2.
Kalyan, P. & O., May 9.
Col. di Lana, Dodwell's, May 10.
Aeneas, B.F., May 12.
General Metzinger, M.M., May 12.
Nanking, Gilman's, May 12.
Toyoaka Maru, N.Y.K., May 15.
Hakusan Maru, N.Y.K., May 16.
Cracovia, Dodwell's, May 17.
Elpenor, B.F., May 20.
Java, Manners, May 22.
Comorin, P. & O., May 23.
Sphinx, M.M., May 26.
Burdwan, P. & O., May 30.

RABAT.

Nellore, E. & A., May 1.
Bremerhaven, Melchers, May 6.
Tanda, E. & A., May 30.

RANGOON.

Akita Maru, N.Y.K., April 29.
Nagata Maru, N.Y.K., May 8.

SAIGON.

Felix Roussel, M.M., April 28.
General Metzinger, M.M., May 12.
Sphinx, M.M., May 26.

SANDAKAN.

Mausang, Jardine's, May 1.
Hinsang, Jardine's, May 13.

SAN FRANCISCO.

Bokuyo Maru, N.Y.K., April 22.
Pros. Grant, A.M.L., April 23.
Chichibu Maru, N.Y.K., April 23.
Tsuyama Maru, N.Y.K., May 2.
Nanking, Gilman's, May 12.
Pros. Cleveland, Dollar, May 12.
Tatsuta Maru, N.Y.K., May 13.
Asuka Maru, N.Y.K., May 23.
Rakuyo Maru, N.Y.K., May 23.
Pros. Pierce, Dollar, May 20.
Asama Maru, N.Y.K., May 27.

SCANDINAV

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG & SHANGHAI	"LIANGCHOW"	On 22nd Apr.	Noon
AMOI & SHANGHAI	"TAIYUAN"	On 23rd Apr.	D.L.
SHANGHAI, NEWCHANG & DALNY	"ICHANG"	On 23rd Apr.	5 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KUNGHOW"	On 24th Apr.	Noon
SHANGHAI	"KINGYUAN"	On 24th Apr.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 26th Apr.	9 a.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 26th Apr.	2.30 p.m.
SWATOW, AMOI, SWATOW & SINGAPORE	"ANHEI"	On 27th Apr.	4 p.m.
NINGPO, SHANGHAI, NEWCHANG & DALNY	"HUPEH"	On 27th Apr.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 28th Apr.	9 a.m.
AMOI & SHANGHAI	"TSINAN"	On 29th Apr.	5 p.m.
SWATOW, FOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 1st May	10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 3rd May	9 a.m.
SHANGHAI, NEWCHANG & DALNY	"TEAN"	On 4th May	5 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KINGYUAN"	On 8th May	Noon
SWATOW, FOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 15th May	Noon

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STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTE	12th May	18th May	22nd May	7th June
TAIPING	12th May	18th May	22nd May	7th June
CHANGTE	12th June	18th June	22nd June	8th July
TAIPING	12th June	18th June	22nd June	8th July

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SAILING LIST.

OTHER SAILINGS:	SHANGHAI, ETC.	COPENHAGEN, ETC.
M.S. "Danmark"	29th April	10th May
M.S. "Java"	29th April	22nd May
M.S. "Malaya"	29th May	23rd June
M.S. "Africa"	27th June	28th July
M.S. "Chile"	30th July	30th August
M.S. "Danmark"	28th August	28th September

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"HONGKONG WEEKLY PRESS."

11, ICE HOUSE STREET.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Hour	APRIL 20, 1931.				APRIL 21, 1931.			
		Barometer	Thermometer	Wind	Direction	Barometer	Thermometer	Wind	Direction
Wladivostok	12	30.08	76.0	S	2	30.10	76.5	SW	2
Nemuro	11	30.12	76.0	W	3	30.09	76.5	SW	2
Hakodate	10	30.13	76.0	W	3	30.16	76.0	SW	2
Tokyo	9	30.18	76.5	SSE	0	30.00	76.0	SW	2
Kobe	8	30.10	76.5	S	0	30.80	75.0	SE	4
Nagasaki	7	30.08	76.5	NE	1	30.86	75.5	S	1
Kagoshima	6	30.09	76.0	NE	1	30.88	75.0	S	1
Oshima	5	30.02	76.0	S	1	30.80	75.0	SSE	2
Naha	4	30.04	76.0	S	1	30.85	75.5	S	1
Ishigakijima	3	30.08	76.0	SSE	2	30.04	75.0	SE	4
Bonin Island	2	30.08	76.0	SSE	2	30.70	75.4	SE	4
Chefoo	15	29.89	75.2	SSE	2	29.71	75.6	SE	4
Shanghai	14	30.04	75.0	ENE	2	29.92	75.9	SSE	4
Yenchow	13	29.88	75.9	S	2	29.74	75.4	E	2
Foochow	12	29.90	75.4	NNE	4	29.80	75.0	S	2
Amoy	11	29.92	76.0	S	2	29.82	75.4	S	2
Swatow	10	29.91	75.7	SSE	4	29.81	75.7	SSE	2
Taihou	9	29.88	75.0	S	4	29.80	75.0	S	2
Tainan	8	29.85	75.0	S	4	29.80	75.0	S	2
Koshu	7	29.80	75.4	NNE	4	29.79	75.6	S	2
Pescadore	6	29.77	75.2	E	3	29.71	75.4	S	2
Hong Kong	5	29.75	75.7	SSE	4	29.67	75.3	SE	4
Gap Rock	4	29.72	75.4	NNE	4	29.66	75.3	SSW	4
Macao	3	29.81	75.7	SE	4	29.77	75.1	SSE	4
Holow	2	29.59	75.1	S	6	29.57	75.1	S	4
Pratas Island	15	29.65	75.0	SSE	4	29.67	75.0	SW	2
Phulion	14	29.65	75.0	SSE	4	29.60	75.0	SSE	2
Tourane	13	29.60	75.6	SSE	4	29.59	75.0	SSE	2
Cape St. James	12	29.53	75.2	SE	4	29.50	75.0	S	2
Basco	11	29.78	75.4	NE	4	29.80	75.0	S	2
Aparri	10	29.78	75.2	WSW	4	29.88	75.7	S	2
Tuguegarao	9	29.78	75.6	ENE	2	29.83	75.7	S	2
Vigan	8	29.81	75.7	ENE	2	29.83	75.7	S	2
Manila	7	29.81	75.7	ENE	2	29.83	75.7	S	2
Legaspi	6	29.81	75.7	ENE	2	29.83	75.7	S	2
Calbayog	5	29.81	75.7	ENE	2	29.83	75.7	S	2
Tacloban	4	29.81	75.7	ENE	2	29.83	75.7	S	2
Iloilo	3	29.81	75.7	ENE	2	29.83	75.7	S	2
Cebu	2	29.81	75.7	ENE	2	29.83	75.7	S	2
Surigao	1	29.81	75.7	ENE	2	29.83	75.7	S	2
Saipan	11.00	29.81	75.7	ENE	2	29.83	75.7	S	2
Guam	12.22	29.81	75.7	ENE	2	29.83	75.7	S	2
Yap	11.00	29.81	75.7	ENE	2	29.83	75.7	S	2
Pelaw	11.00	29.81	75.7	ENE	2	29.83	75.7	S	2
Labuan	14	29.74	75.5	S	4	29.81	75.2	S	4

April 21d. 10A. 20m.—A depression now covers the whole of China. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.91 inch. Total since January 1, 12.86 inches, against an average of 9.60 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON APRIL 22.

- 1.—Formosa Channel
- 2.—South coast of China between Hong Kong and Lamooks
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, April 21.

	Previous Day	On Date	On Date
	at 4 p.m.	at 10 a.m.	at 4 p.m.
Barometer	29.70	29.77	29.71
Temperature	77	81	83
Humidity	91	83	76
Wind	SSE	SSE	S
Direction	SSE	SSE	S
Force	3	3	3
Weather	OBLT	2	BCQ
Rain	5.23	0.00	0.00
Highest open-air Temperature	21.79		
Lowest open-air Temperature	21.85		

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Qualls; R=Rain; T=Thunder.

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HONG KONG TIDE TABLE.

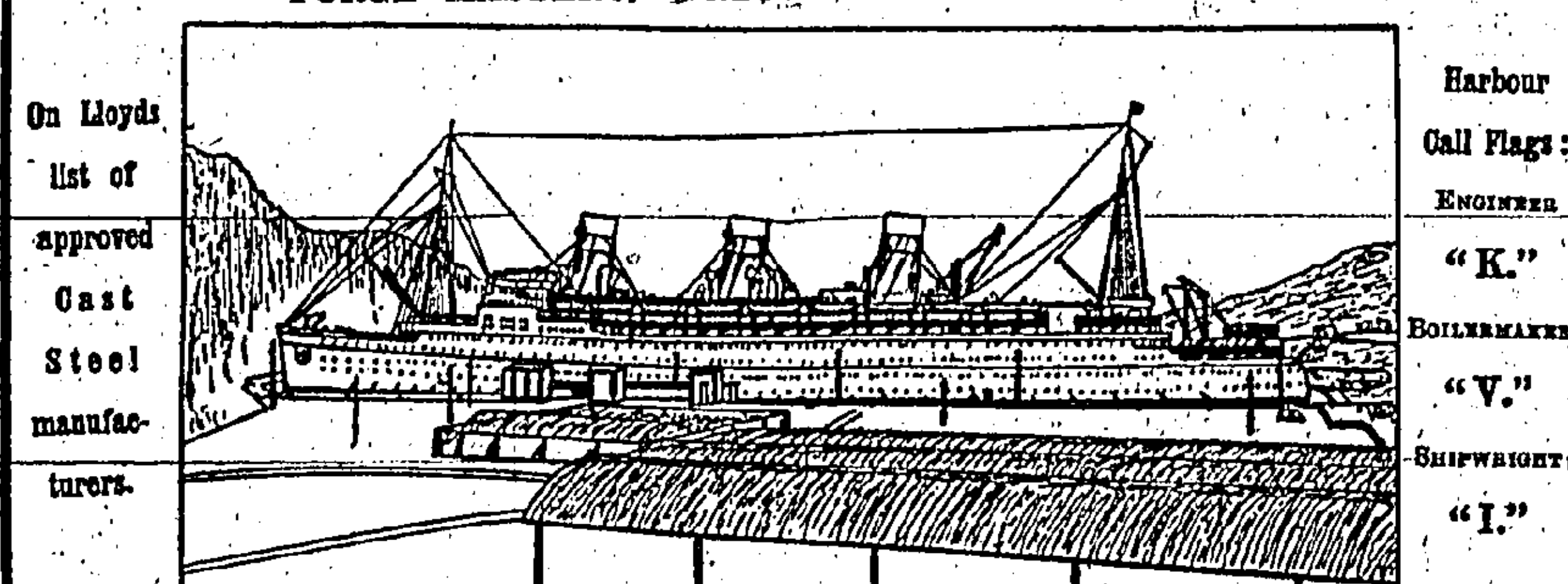
From April 22 to 29, 1931.

Days of Week	Days of Month	HIGH WATER.		LOW WATER.	
		Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Wed.	22	h. m. 03.32	4.0	h. m. 04.30	2.9
Thur.	23	h. m. 01.37	3.6	h. m. 04.40	0.9
Fri.	24	h. m. 11.51	6.7	h. m. 20.10	0.9
Sat.	25	h. m. 12.35	6.6	h. m. 21.20	0.9
Sun.	26	h. m. 13.23	6.4	h. m. 22.30	0.9
Mon.	27	h. m. 14.40	6.1	h. m. 23.30	0.9
Tues.	28	h. m. 08.35	4.3	h. m. 10.15	4.0
		h. m. 16.25	6.0		
		h. m. 07.50	4.5	h. m. 00.20	1.0
		h. m. 18.10	5.9	h. m. 11.53	3.6

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING" "KWAISANG" "HANGSANG" "CHAKSANG"	Sun., 26th Apr., at 7 a.m. Wed., 29th Apr., at 7 a.m. Sun., 3rd May, at 7 a.m. Wed., 6th May, at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG" "SUISANG" "KUTSANG"	Fri., 8th May, at 3 p.m. Sat., 16th May, at 3 p.m. Sat., 6th June, at 3 p.m.
OSAKA via AMOI, SHAL, MOJI & KOBE	"SUISANG" "HOSANG" "KUTSANG"	Sun., 26th Apr., at 7 a.m. Wed., 6th May, at 7 a.m. Tues., 10th May, at 7 a.m.
SANDAKAN	"MAUSANG" "HINSANG"	Fri., 1st May, at Noon Wed., 13th May, at Noon
TIENTSIN via SWATOW & FOCHOW	"CHIPSING" "CHEONGSING"	Sun., 26th Apr., at 7 a.m. Sun., 10th May, at 7 a.m.

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Steamship "GLENIFFER" ... 29th Apr.

Motor Vessel "GLENLUCE" ... 8th May

Steamship "GLENSHANE" ... 24th May

Motor Vessel "GLENAPP" ... 19th June

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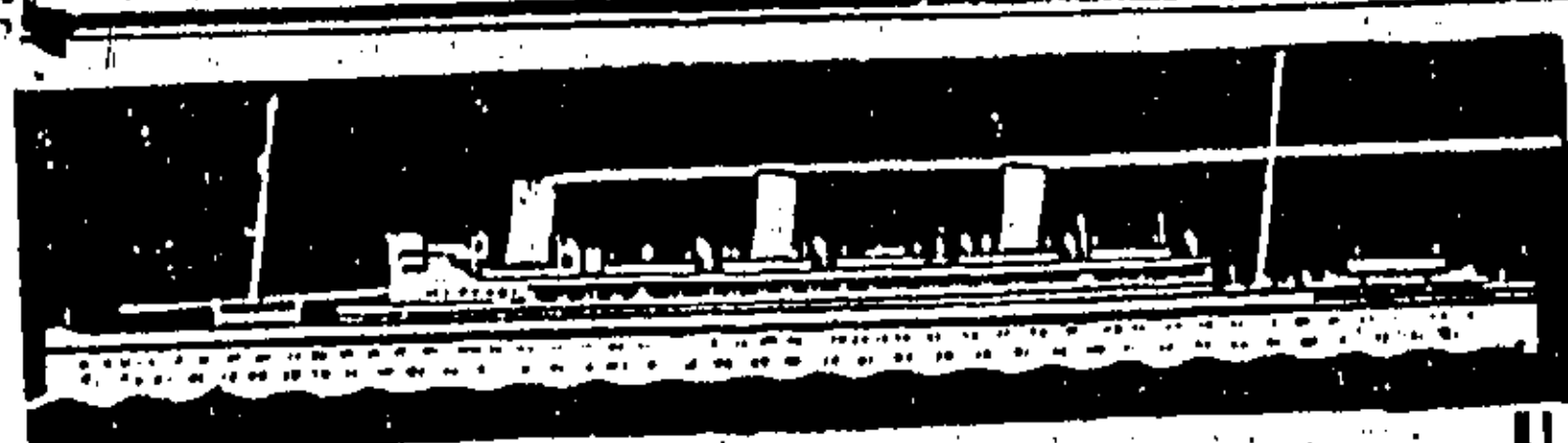
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Pass.	M.S. "FULDA"	...	departure 2nd May
Freight	S.S. "Lube"	...	departure 17th May
Pass.	S.S. "TRIEM"	...	departure 30th May
Freight	S.S. "Lahn"	...	departure 13th June
Freight	S.S. "Main"	...	departure 27th June

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TATSUTA MARU ... Wednesday, 13th May
SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HIYER MARU ... Tuesday, 2nd June
HEIAN MARU ... Tuesday, 30th June
LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.
TERUKUNI MARU ... Saturday, 2nd May
HAKUSAN MARU ... Saturday, 16th May
SYDNEY & MELBOURNE via Manila & Ports.
KAMO MARU ... Saturday, 26th April
KITANO MARU ... Saturday, 23rd May
BOMBAY via Singapore, Penang & Colombo.
TOTTORI MARU ... Monday, 27th April
YAMAGATA MARU ... Thursday, 30th April
SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
RAKUYO MARU ... Saturday, 23rd May
NEW YORK, BOSTON via PANAMA.
TSUYAMA MARU ... Saturday, 2nd May
LIVERPOOL via Port Said, Stamboul (Constantinople),
Genoa & Marseilles.
TOYOOKA MARU ... Friday, 15th May
COLOUTTA via Singapore, Penang & Rangoon.
AKITA MARU ... Wednesday, 29th April
NAGATO MARU ... Friday, 8th May
SHANGHAI, KOBE & YOKOHAMA.
DAKAR MARU ... Sunday, 26th April
PENANG MARU (Moji direct) ... Wednesday, 29th April
KAGA MARU ... Wednesday, 29th April
KATOB MARU ... Saturday, 2nd May
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G. METZINGER ... 18th May
SPHINX ... 28th May
PORTHOS ... 9th June
CHENONCEAUX ... 23rd June
ATHOS II ... 7th July
D'ARTAGNAN ... 21st July
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Shipping News Daily Statement, Waterfront News.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 9,200 TONS;
THROUGH CARGO
20,100 TONS.

The returns, shown at the Harbour
Office, of vessels carrying cargo to
the Colony during the 24 hours
ended at 9 a.m. yesterday were:—

British	Cargo for Through	H.K. Ports.
Mamnoon, Singapore	2,593	3,321
Chinese Prince, Shanghai	413	110
Taiyuan, Amoy	300	1,900
Liangchow, Canton	—	80
Kiungchow, Swatow	100	780
Foohsing, Swatow	351	1,231
American Nevada, Kobe	1,945	614
Dutch Tjinalak, Amoy	—	1,015
Zosma, Shanghai	3	9,215
Danish Selandia, Tsingtao	—	100
French Tai Po Sek, Fort Bayard	570	—
Japanese Fukura Maru, Dairen	2,000	1,730
Minato Maru, Sea	38	—
Heian Maru, Shanghai	623	—
Chinese Chian Lee, Swatow	160	1,300
Total	9,188	26,039

ARRIVALS AND DEPARTURES

The arrivals and departures during
the period under review were:—

British	Arr.	Dep.
American	1	1
Dutch	2	0
Danish	1	1
French	1	4
Japanese	4	2
Chinese	1	1
Norwegian	0	1
Total	10	16

ASIATIC DECK PASSENGERS.

The following vessels brought
Asiatic deck passengers to the
Colony during the 24 hours ended
at 9 a.m. yesterday:—

Taiyuan (Br.)	Shanghai,
Amoy	73
Tjinalak (Dut.)	Batavia,
Amoy	276
Tai Po Sek (Fr.)	Fort
Bayard	412
Total	760

SHIPS IN HARBOUR.

The following merchant vessels
were in port yesterday:—

Wharves.—Kowloon Heian Maru,
Kwanto Maru, Calcutta Maru,
Andes Maru, Pres. Grant, Taishi-
ma Maru, Taiyo Maru; Holt's:
Memnon; China Merchants: Tai
Poo Sek; Jardine Matheson's:
Foohsing; Douglas Lapraik: Hai-
ning.
Docks:—Kowloon: Changte,
Kwaisang, Fleiddon; Taikoo:
Helena, Chekiang, Chihua.
Buoys.—A2 Chinese Prince, A3
Hokuro Maru, A4 Nevada, A5 Tyn-
dareus, A7 Yei Maru, A8 Tjinalak,
A9 Zosma, A10 Solviken, A11
Selandia, B1 Hopsang, B2 Yuen-
sang, B8 Ardent, B14 Kiungchow,
B15 Kwangtung, B16 Halldor, B17
Seistan, B19 Kueichow, B20 Liang-
chow, B21 Michael Jensen, B22
Fukura Maru, C1 Hero, C2
Mabella, C3 Hirundo, C4 Haldia,
C5 Promise.

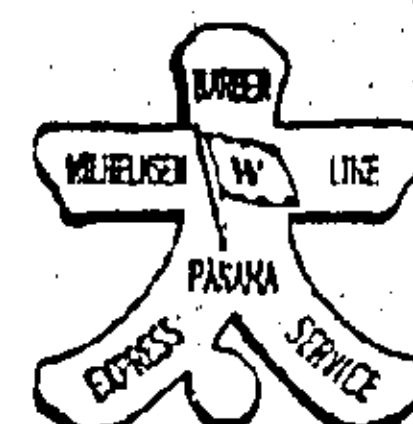
CLEARANCES.

April 21.

Anchises, for Singapore.
Bakuyo Maru, for Moji.
Changte, for Manila.
Chinese Prince, for Manila.
Deli Maru, for Canton.
Foohsing, for Canton.
Fukura Maru, for Canton.
Haining, for Amoy.
Haldia, for Saigon.
Hero, for Bangkok.
Hopsang, for Swatow.
Ichang, for Canton.
Kiungchow, for Canton.
Kwanto Maru, for Shanghai.
Liangchow, for Hojow.
Memnon, for Shanghai.
Pres. Grant, for Manila.
Seistan, for Singapore.
Selandia, for Singapore.
Yuensang, for Singapore.

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"KIDDERPORE"	5,334	5th May	Strait, Colombo & Bombay.
"KALYAN"	9,144	9th May	Mars, L'don, Hull, B'g, R'dm. & A'warp
"COMORIN"	16,133	23rd May	Bombay, Marseilles and London.
"BURDWAN"	—	30th May (Mar.)	L'don, Hull, B'g, R'dm. & A'warp
"KASHMIR"	8,955	6th June	Mars, L'don, Hull, B'g, R'dm. & A'warp
"RANPURA"	16,801	20th June	Bombay, Marseilles & London.
"KASHGAR"	9,005	4th July	Mars, L'don, R'dm. & A'warp
"RAJPUTANA"	16,619	18th July	Bombay, Marseilles & London.
"PERIM"	7,645	25th July	Marseilles and London.
"KHYBER"	9,114	1st Aug.	L'don, Hull, B'g, R'dm. & A'warp
"SOUDAN"	16,668	15th Aug. (Mar.)	Bombay, Marseilles and London.
"KALYAN"	9,144	29th Aug.	Marseilles and London.
"CATHAY"	15,121	12th Sept.	Bombay, Marseilles & London
"SOUDAN"	—	19th Sept. (Mar.)	L'don, Hull, B'g, R'dm. & A'warp
"KALYAN"	9,144	26th Sept.	Marseilles and London.
"RAJPUTANA"	16,668	10th Oct.	do.
"BURDWAN"	—	17th Oct. (Mar.)	L'don, Hull, B'g, R'dm. & A'warp.
"KASHMIR"	8,955	24th Oct.	Marseilles and London.
"NALDERA"	16,039	7th Nov.	Bombay, Marseilles and London.
"MACEDONIA"	11,120	21st Nov.	Marseilles and London.

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"SIRDHANA"	7,745	13th May	do.
"TILAWA"	10,008	27th May	do.
"SANTHIA"	7,754	19th June	do.

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"TANDA"	6,656	30th May	Sydney and Melbourne.
"ST. ALBANS"	4,600	1st July	do.

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Steamship	Tons	From Hongkong	Destination
"SIRDHANA"	7,745	24th Apr. D.L.	Amoy, Moji, Kobe & Osaka.
"COMORIN"	16,133	24th Apr. 10 a.m.	Shanghai, Kobe & Yokohama.
"TILAWA"	10,008	28th Apr.	Moji & Kobe.
"KASHMIR"	8,955	8th May	Amoy, S'hai, Moji, Kobe & Osaka.
"TANDA"	6,656	8th May	S'hai, Moji, Kobe, Osaka & Y'hama.
"RANPURA"	16,801	22nd May	Shanghai, Kobe & Yokohama.
"SANTHIA"	7,754	24th May	Amoy, Moji, Kobe & Osaka.
"KASHGAR"	9,005	8th June	S'hai, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,600	8th June	S'hai, Moji, Kobe, Osaka & Y'hama.
"PERIM"	7,645	10th June	S'hai, Kobe & Yokohama.
"RAJPUTANA"	16,619	18th June	do.
"GOHALI"	—	27th June	do.
"KHYBER"	9,114	3rd July	S'hai, Moji, Kobe & Yokohama.
"NELLORE"	6,683	17th July	S'hai, Moji, Kobe, Osaka & Y'hama.
"RAJPUTANA"	16,680	17th July	S'hai, Kobe & Yokohama.
"KARNATA"	9,128	31st July	S'hai, Moji, Kobe & Yokohama.
"NANKIN"	7,058	1st Aug.	Shanghai, Kobe & Yokohama.
"SOUDAN"	16,668	8th Aug.	do.
"CATHAY"	15,121	14th Aug.	S'hai, Moji, Kobe & Y'hama.
"KALYAN"	9,144	28th Aug.	do.
"NANTU"	10,948	11th Sept.	do.
"KASHMIR"	8,955	25th Sept.	do.
"NALDERA"	16,039	10th Oct.	S'hai, Kobe & Yokohama.
"MACEDONIA"	11,120	24th Oct.	Shanghai, Moji, Kobe & Y'hama.
"RAJPUTANA"	16,668	7th Nov.	S'hai, Kobe & Yokohama.

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